

Remarks on Board Ship *Franklin* Capt. Cooper
Wednesday July 21st 1847

This day commences with strong winds from
S.W. at 10 A.M. went on board with the pilot
and crew. at 1 P.M. got under weigh from Selden
Neck, at 2 P.M. came to an anchor of Hedges
Banks. the pilot and his crew left, at 3 P.M.
Capt. Cooper came on board. took our anchor
and stood out to sea at 8 P.M. Montauk point
bearing W. by N. dist 15 miles from which we
take our departure, divided the men into watches

Course
S.E.

Thursday July 22 1847

Course for port E.I.E. All this 24 hours stiff breeze from
S.W. employed filling boats &c
latter part set foremast steering
sail. Saw a number of sails
steering to the westward latter
part saw a school of Blackfish
this day chard boat crews

Lat at Noon

Long 40° 10'
69° 00' West

Remarks on Board Ship Franklin
July 23rd 1847 Friday

Course E. by S

All this 24 hours moderate
breezes from the S.W. latter part
employed setting up rigging, and
snaking up main top gallant & steering
sails. Lower studding sail & 1 brig
of our Starboard beam steering to
the Eastward ends with good
weather.

Lat 40.08
Long 65.18

July 24th 1847 Saturday

Course E. by S

All this 24 hours moderate weather
Winds, light and variable Middle
Calm with some rain, latter part
employed setting up jib stay and
lashing the Starboard Anchor
wind from the Northward set the
foretopmast Studding sail & main
top gallant do. 1. 2 brig of our
Starboard quarter steering E. by S
the same we saw yesterday

Lat 39.54
Long 64.50

Remarks on board Barque Franklin
Sunday July 20th 1847

Commences with light winds
from the Northward, carrying topmast
Course fore and
middle part E.S.E. on the rigging fitting starboard
& topgallant Steensails employed
boats. heeled up 90° here in barrels
Latter E by S Brig steering to the E by N
Latter E by S Brig steering to the E by N
Latter E by S Brig steering to the E by N

Lat. 39. 37.
Long -

Monday July 21st 1847

Course E by S. fore part light air variable
fore part from S.E.E. to N.E.E with rain
Middle E by S. Squalls. Ship. & Brig still in sight
Latter E by S. one of our Larboard quarters the other
of our Larboard bow saw 4 others
in the course of the day middle and
latter part light breezes from S.W.
Carrying topmast, top G. and lower Steensails
Employed breaking out the fore Hatch
and putting things in order

Lat 39. 04
Long 58. 00

Remarks on board Barque Franklin 23 1847
 Tuesday 27th 1847 July

Course fore and
 Middle part E. by S
 Latter do -

Fore part brist brees from S.W.
 employed, breaking out in the fore
 Hatch & Middle part strong breezes
 from W. to S.W. with rain at intervals
 the latter part wind from S.W.
 employed breaking out in the
 Steerage, & fore part saw 2 sail
 ends with brist brees and fine weather

Lat 40.20
 Long 55.47

Wednesday July 28th 1847

Course E. by S. Fore and Middle parts brist
 breezes from S.E. and S.W.
 Latter from S. Carrying all sail to
 the best advantage employed
 breaking out in the Steerage Hatch
 between decks putting rigging in
 Casks & saw a number of sails and
 one Steam Ship steering to the S.W.
 ends with fine weather

Lat 40.52
 Long 53.50

Thursday July 29th 1847

Course E. by S. Begins with fine weather wind
 from S.E. and S.W. steering by the
 wind ship heading from E. to E.N.E.
 employed in the Steerage Hatch between
 decks. 2. Sail in sight - saw a school
 of Grampuses Middle part light winds
 latter part employed lashing spars
 to the rail, and over the Stern &
 winds still light 2 sail still in sight

Lat 41.53
 Long 50.46

Course E. S. E.

Friday July 30th 1847
 Commences with light winds from the
 S. and S.E. employed lashing spars
 plank and boats overhead saw a school
 of Grampuses at 5. A.M. saw a school
 of Blackfish lowered killed one iron
 drawn and he sunk. Middle and latter part
 winds from S.E. light ship heading E. by S.
 and E. N.E. with thick fog employed working
 on the Rigging & 3 Sail in sight of
 our Carboard Bow -

Lat 42.56
 Long 49.55

Saturday July 31st 1847

[5]

Course E. S. E. Commences with light winds from S. E. E. and S. E. by E. with thick fog middle light fair and calm latter light winds from S. E. E. Ship heading E. by N. and E. employed working on the rigging saw, &c. sails and 2 or 3 schools of grampuses &c

Lat 42.53
Long 48.50.

Sunday. August 1st 1847.
Course S. E. by E. All these 24 hours light winds from the S. E. and S. E. E. steering to the best advantage part of the time calm a number of sail in sight likewise grampuses. Blackfish & porpoises at 11 P.M. lowered in pursuit of Blackfish but without success, they going fast. Coming on board caught a sunfish. ends with fine weather

Lat
Long

Monday August 2nd 1847
Course S. E. by E. All this 24 hours light winds fore part from S. E. by E. and S. E. E. ship heading E. N. E. middle and latter part winds from S. E. W. ship heading S. E. by E. Saw some grampuses &c 17 sail in sight all bound to the Eastward the crew employed working on rigging overhauling brace blocks &c

Lat 43.30
Long per Lunar 47.39. N.
Long per Chro. 47.43.
Diff. 4

Remarks on Board Ship Franklin Capt. C.

August 3^d 1847 Tuesday

Course S. by E

All this 24 hours light winds
variably from S. E. W. to S. W. steering
to the best advantage the men
employed working on the rigging, at
7 P.M. saw a flock of Blackfish
lowered and took one. 10 Sail
in sight. Lat 43. 16.

Wednesday August 4th 1847

Course S. E. by E

All this 24 hours wind from S. W.
and S. W. by W. fore part very light
the latter a brisk breeze, employed
working on the rigging, E. Henry
Seaman sick been of duty
3 days still unwell. a number of
Sail in sight all steering to the
E. S. E. Lat 43. 30

Long

Course S. E.

Thursday August 5th 1847

Fore part light winds middle and
latter stiff breezes from S. W. carrying
all sail to the best advantage a
number of sail in sight bound to
the Eastward, the crew employed
working on the rigging. Lat 43. 07

Long 40. 102

Course S. E. 1/2 S.

Friday August 6th 1847

All this 24 hours brisk breezes from
the S. W. several sail in sight steering
to the Eastward. the crew employed
working on the rigging. Lat 43. 00

Long

open

Remarks on Board Ship Franklin

[7]

Saturday August 7th 1847

Came G. H. P. All this 24 hours light winds from S. W. & some of the time calm. The crew employed working on rigging & several sail in sight. I sent down mirror to mast to repair it.

Lat 43.08
Long 38.16

Sunday August 8th 1847

Came S. S. E

All this 24 hours light winds and calms for part wind from S. W. & the latter from N. S. W. fore part employed working on rigging ~~sent down~~ mirror to mast & the latter saw a school of Blackfish lowered and took two cut them in.

Lat 42.53
Long

Monday August 9th 1847

Course S. S. E

All this 24 hours light winds from N. S. W. and N. employed working on rigging Boiling Blackfish &c. Carpenter employed making the potatoe ben larger under the roundhouse & saw several sail steering to the Eastward.

Lat 41.45
Long

Tuesday August 10th 1847

All this 24 hours brisk breezes from N. S. W. and N. by N. carrying all sail to the best advantage employed working on the rigging & saw 2 sail bound to the Eastward.

Lat 40.05
Long 32.17

Remarks on Board Ship Franklin

Wednesday August 10th 1847

All this 24 hours strong winds from the westward
Carrying all sail to the best advantage
Course for D. R. for Fayal. Crew employed on rigging
S. I. E. saw several sail &c;

Letter H.

Lat 38. 15.
Long -

Thursday August 12th 1847

Begins with strong wind from
West steering S. E. by E at 2. A. M. Fayal
in sight 1 point of our lee bow at
7. A. M. Braced up sharp will stand
of and on all night at 12 past
they with the main yard aback
at 6 P. M. the Capt went on shore
at 10. came off again taking the
Carpenter who had a sore leg and
another man - Lake who had inflammation
on the lungs, ashore to be examined by
the Doctor, put 4 passengers ashore
natives of Fayal &c. a number of vessels
here among them the Superior of S. H.
and Neptune New London, 2 English
Steamers and 1 Man of war Brig. and 1 French
Man of war Brig...

Friday August 13th 1847

Laying of Fayal the weather thick
at intervals with rain squalls at 3
A. M. the Lighter Brought of our baggage
&c. Stowed of and on all night at 8 P. M.
the Capt went on shore the Portuguese
Sailors belonging to the ship ashore all
night

Saturday August 14th 1847

Commences with fine weather light wind
and Calms variable from all parts at 4
A. M. it shut in thick with heavy rain
could not see the land only town in a
while at 5 A. M. wind blowing fresh from
N. E. heaved her out to the S. W. and lay to
the Capt Cooper and boats crew ashore
all night could not get off. Calm all
night at 11 P. M. the Capt came off
discharged the Carpenter and Lake
they having been examined by the Doctor
who said they were not fit to go
Carried up

Continued

[9]

Course S. E. by E

Shipped 4 portagues as seamen
3 Men. and 1 boy, one of them as
Carpenter and seaman, can't get any
potatoes here will have to go to Serceira
and try to get some there. light wind
and calm. took one man as passenger
on board for Serceira.

Course E.

Sunday August 15th 1847
All this 24 hours light air and calm,
air from S.W. steering to the best
advantage for Serceira fore part
booke out 2 casks water. L. main hatch
between decks latter part salting
Cabbage by Henry ~~Collected~~
man still sick has been of duty
2 weeks, complaint venereal, getting
a little better. got an
Chronometer out of the way 50 miles to
the westward of the island, has lost
8 seconds a day

Course East.

Monday Aug 16th 1847

All this 24 hours. Calm, ship going
round on the East side of Pic dist
10 miles St. George. and Serceira in
sight, saw a number of grasshoppers
employed working on the rigging
latter part sent down spaulker gaff
and boom, repairing them, ends with
light air from S.E.

Lat

Tuesday Aug 17th 1847

All this 24 hours Calm of the South
side of St. Georges. Boat ashore
trading oil for potatoes and fowl &c
So ends

Wednesday August 18th 1847

All this 24 hours light air and calms of the South side
of St. George, boat ashore trading for
potatoes &c

Thursday Augt 19th 1847

All this 24 hours light air and calms
of the South side of St. Georges trading
for potatoes &c

Friday Augt 20th 1847

All this 24 hours light winds from S.P.E
Steering to the best advantage for Terceira

Saturday Augt 21st 1847

X All this 24 hours light winds from S.P.E
at 4 A.M. the Capt. and 2 Mate
went ashore, at 4th past. I saw a
School of Sperm Whales, lowered chased
till dark without success. So ends at 8
A.M. the Capt came on board. at 9 P.M.
went on shore again, taking with him Henry Babcock
Boatsteven, not well enough to go the voyage shall
discharge him, complaint bust. had him examined
by the Doctor, who pronounced him not fit to go,
put on shore. 1 passenger from Fayal &c

Sunday Augt 22 1847

All this 24 hours fine breeze from S.P.E
at 3 A.M. the Capt came on board
bringing with him the same passenger we
had put on shore having shipped him
on condition to give him what he thought
he was worth. the Demitoke New London
standing off and on loiping 2 small sperm
whales &c took on board 10 bush
potatoes, cabbages, Cucumbers &c
Steering by the wind to the S.W

Lat.
Long 29. 00

Remarks on board Ship Franklin. Capt. H. Cooper
 Monday August 23rd 1847
 All this 24 hour, pleasant breeze
 from S.E. steering to the S.W. by the
 wind, employed at Sundries
 the latter part picked up a piece of
 timber 30 ft. long, 2 foot in
 diameter. Lat 37.29

Tuesday Augt 24th 1847
 All this 24 hour, fine breeze from S.E.
 for part steering by the wind to the S.W.
 the latter to the E.S.E. the latter part
 employed taking in the Starboard
 Anchor unstowed it and stowed it
 along the heel of the bowsprit &
 the island of St. Michaels in sight all
 day to windward. Dist at 12 noon
 20 miles Lat 38.12

Wednesday Augt 25th 1847
 All this 24 hour, brisk breeze from
 S.E. steering to the S.W. by the wind
 at 6 A.M. St. Michaels in sight 4 points
 off our Starboard bow. Dist 25 miles at
 9 A.M. saw a number of sperm whales
 lowered Chased within 1000 yds at 11 came
 on board. heaved forward and stood
 after them at 2 P.M. came up with them
 lowered and chased. the Starboard boat
 struck one saved him and took him
 alongside. the remainder of the afternoon
 employed getting our cutting gear aloft
 at 4 P.M. (toe & top) the fore topsail
 took in main & 1/2 sail and stood quarter
 watches. 1 sail in sight Lat



Thursday August 26th 1847

All this 24 hours fine weather wind from S.E. at daylight commenced cutting in my whale at 4 P.M. finished cutting spoke a Dutch Ship. she sent a boat alongside they wanted provision having been out along time she was from Batavia bound to Rotterdam we gave them 1 barrel of Flour 100 potatoes, and onions. 10 fowl. 3 Gall. Lamp oil &c
So ends

Lat

Friday August 27th 1847
All this 24 hours fine weather from E.S.E. steering by the wind to the S by W. employed boiling. Saw 1 sail a Brig steering to the S.E.

Lat 39.18

Saturday August 28th 1847

All this 24 hours good weather wind from E.S.E. steering by the wind at 10 Michael in sight at 6 P.M. of the West side of it Dist 8 miles employed boiling. 1 sail in sight of our lee bow

Lat 38.12
Long

Sunday August 29th 1847
All this 24 hours fine weather wind from the Eastward. steering to the S.W. 5 miles. 1 large and 1 small in sight at 7 P.M. Pick the West side Dist 10 miles employed boiling at 4 P.M. finished. Saw 1 sail an American Brigg
So ends

Lat

Remarks on board Ship Franklin Capt. Cooper
Monday August 30th 1847

All this 24 hours, strong winds from
S.E. Standing at anchor on Pico the
West side, employed coopersing our
oil, getting it ready to send ashore

Tuesday Aug 31
All this 24 hours stiff breeze at 8 AM
Standing of Hay at 9 AM the car went
on shore at 12 the lighter came off
put 68 bbls of Sperm Oil on board
of her a member of ship then standing
off an on at 6 PM Capt Cooper came
on board, made sail steering S by W

Wednesday Sept. 1, 1847
All this 24 hours strong gales from
the Eastward with violent squalls at
intervals, employed cleaning ship &
L. sail in sight astern

Thursday Sept 2 1847
All this 24 hours squally with
rain at intervals, wind variable
from N. to East - 1 sail in sight
of our stern beam.

Lat - 36° 35'
Long - 27° 53'
Rising

Remarks on board Ship Franklin Capt Cooper
Friday Sept^r 3^d 1847.

Throughout this 24 hours light winds and
calm, employed working on the rigging.
The Capt. and Carpenter employed in building
a larger Boarding locker under the
sundhouse

Lat 34.00
Long 28.24

Course S by W.

Saturday 4th 1847 September
All this 24 hours calm, saw nothing
employed working on the rigging. Another
man down sick with the venereal disease
a Portuguese called Jim. The other Henry
still off duty.

Latitude 34.
Longitude

Sunday Sept 5th 1847

All this 24 hours light airs from the
Eastward. and pleasant weather
saw nothing

Lat 33.18.

Course S by W.

Monday Sept. 6. 1847
The part light winds variable all
round the compass. Breeze brisk from
from the S.E. better from the S.W. with
rain at intervals throughout
saw a break of our lee beam. sun for
it but saw it no more

Remarks on board Ship Franklin Capt Cooper

Tuesday Sept 7th 1847

Course S by W.

Throughout the 24 hours brisk breezes
blowing from E. to S.E. with rain
squalls at intervals, employed at
at sundries &c

Lat 31.29
Long

Wednesday 8th 1847

Course S by W.

All this 24 hours fine weather
wind variable from S. to S.E. latter part
1 or 2 rain squalls. employed working
on ship and making a roundhouse
&c. 2 sails in sight steering to the
S by W

Lat 30.00
Long 29.48

Thursday Sept 9th 1847

Course S by W.

All this 24 hours fine weather wind
variable from S. to S.E. employed
working on rigging making roundhouse
&c. 2 sails in sight from the
masthead

S

Friday Sept 10th 1847

Course for port
S by W

Lat 29.33

Throughout 24 hours stiff breezes from
East and S.E. employed working
on rigging making roundhouse
&c. latter part carried away
fore top Gallt. Backstay. Saw
nothing

Lat 27.33

Remarks on Board Ship "Hannibal" Capt Cooper,
Saturday Sept 11th 1847

At this 24 hours light breeze from
the Eastward. employed making Round
house working on rigging &c.
(Course South)

Lat. 25.30

Sunday Sept 12th 1847
At this 24 hours light air from the
N. and N.E. carrying all sail

Course S by E.

Lat. 24.31 N.
Long. 31.40 W

Monday Sept 13th 1847

Course S by E.

At this 24 hours light winds from
the N.W. employed working on rigging
Sent down the Main topsail and
bent another old one. unrent the
Jib and bent an old one &c
unrent the Main Spencers
Lat.

Tuesday Sept 14th 1847

Course S by E.

For past 24 hours light from the
North, middle and latter wind from
East and E. S. I took out 3 Casks
of water in the Steerage Lar. side lower
hold. latter part employed darning
up old top gallant sail, making
Roundhouse &c. 2 sail in skirt
one of them steering to the ~~westward~~ N.E.

Lat 23.12
Long 29.50

Remarks on Board Ship Franklin Capt. H. C. Lee
Wednesday Sept 15th 1847

Course S. by E
" "

Fore part wind moderate from E. by S the latter stiff breeze from E. by S at 3 P. M. 1000 in starting sails and fly jib-ens. Employed working on rigging. Soundhouse R. for part saw a Brig steering to the Northward

Lat 31.30

Thursday Sept 16th 1847

Course S. by E

Throughout this 24 hours strong gale from the N.E. employed working on rigging. building soundhouse R.

Lat 19.50
Long 28.08

Friday Sept 17th 1847

Course South by E

Fore part stiff breeze from S.E. the latter from S. and S.E. squally and thick. 2 sail in sight. The crew employed at Soundhouse R.

Lat 16.40

Saturday Sept 18th 1847

Fore part light wind from the S. the latter from S.E. employed working on the rigging R.

Lat

Remarks on Board Ship Trautlin Capt. Cooper
 Sunday Sept 19th 1847
 All this 24 hours brisk breezes and
 pleasant weather wind from N.W. &
 Carrying all sail to the best advantage
 R. 1 - Sail 2 point of our Star bow

Course S.E.

Lat. 14. 14
 Long. 27. 57

Monday Sept 20th 1847
 For part of the breeze from N.E. the
 latter light winds from E.S.E. employed
 working on rigging &c

Course S.E.

Lat 12. 20
 Long 28. 33

Tuesday Sept 21st 1847
 All the 24 hours light air and calm
 unless the 4. top. G. sail mended and
 kint it again R. 1 Sail in sight

Course S.E.

Lat 11. 50
 Long

Wednesday Sept 22nd 1847
 For part of the light and variable
 with rain the latter steady breezes
 from W and N.E.W.

Course S.E.

Lat

Remarks on Board Ship Franklin Capt Cooper
Thursday Sept 23 1847

Throughout this 24 hours light wind
variable from all points in the compass
with rain squalls for part employed
employed sawing a stick of timber
R

Lat 11.19

Course S. S. E

Friday Sept 24th 1847
All the 24 hours strong gales from
S. E. to S. W. with abundance of rain
at 8 & 10 reefed topsails middle moderating
made sail again at 6 P.M. weather
getting more put 2 reefs in the topsails
at 7 P.M. weather better made sail
wind hauled to the N. E. W. made all
sail steering S. S. E. to end

Lat

Course S. S. E

Saturday Sept 25th 1847
Commenced with plenty of rain
wind light from N. E. and N. W. W.
middle and latter part pleasant weather
steering S. S. E. employed sawing timber
into joists for lining on round house
making five sail to the foremast &c

Lat 9.45
Long 25.33

Course S. S. E for
Latter S. W. E

Sunday Sept 26
In the morning strong breeze with rain
stately wind from S. W. and S. S. W.
at 12 & 14 took a squall which
carried away the bolt to the jib
guy and lanyard to the jib
guy. sprung the jib boom &c
latter part fine weather wind from
N. E. W. and S. W. W.

Lat 9.15
Long

Remarks on Board Barque Ship Franklin Capt Cooper
Monday September 27th 1847

(Course South)

Throughout these 24 hours light winds
variable from S.W. to West with rain
and then a light rain. Spent employed
working on rigging, drying onions, picking
them over &c. After dark saw some
grampuses

Lat. 8.38

(Course South)

Tuesday Sept 28th 1847
Throughout these 24 hours light winds
variable, from S.W. to West. For part
plenty of rain. employed working on
rigging &c

Lat. 8.10
Long

(Course South)

Wednesday Sept 29th 1847
Throughout this 24 hours light air
from part from S.W. to West. The latter
from S.W. at 4 P.M. shifted to N.E. with
2 or 3 rain. Squally employed
sitting main, rigging for part the
latter breeching out for water in the
main hatch lower hold. 1 sail in
sight of our Lar beam

Lat 7.41

(Course South)

Thursday Sept 30th 1847
At this 24 hours light winds from
and breeching part variable from S.W.
to S.W. latter from S.W. to S. 2 sail
in sight at 4 P.M. spoke over the
Sabbellay Hay Harbor with nothing
ends with good weather

Lat 7.05
Long at 10.46 21.00

Remarks on board Barque Franklin Capt Poole
October 1st 1847.

Course South. All the 24 hours, brisk breeze from
S.E.W. and S.W. employed mending
down main rigging. The Arabella
in sight 4 points of our Star bow
Lat 6.46

Course, S.

October 2 Saturday 1847
Throughout this 24 hours brisk breeze
from S.W. to W.S.W. employed mending
fore and main rigging. The Arabella
and 2 other sailboats sight the Arabella
4 points of our Star bow

Lat 5.46
Long

Sunday Oct 3 1847
All the 24 hours light breeze
from the S.W. with some at
Course S by W intervals fore part split the
spanker on account of the weather
being, parting 1. Brig in sight
by the wind to the Southward
the Arabella out of sight at 4 P.M.
employed mending the spanker

Lat 11.35
Long 17.20

Monday Oct 4th 1847
Throughout this 24 hours spring breeze
from the S.E.W. fore part heading S.W.
Course S by W at noon lashed ship heading
W by S employed mending fore & main
rigging & a number of sail in sight

Lat 4.00
Long 16.27

Remarks on Board Ship Franklin Capt. M. Cooper
October 5th 1847. Tuesday

All this 24 hours light winds
South. Ship heading West and
Course S. by W. employed on rigging building
stage &c. a number of sail in
sight one of them showed French
colours -

Lat 3.42
Long 17.47

Wednesday Oct 6. 1847
All this 24 hours fresh breezes
from S. and S.E. W. tacked ship
Course S. by W. a number of times. 3 sail in
sight - employed mending
main top. & sail -

Lat 3.12

Thursday Oct 7 1847

All this 24 hours stiff breezes
from S. and S.E. W. part stepping
by the wind to the latter to the
Course S. by W. and W. S. W. a number of sail in
sight - employed working on
rigging &c.

Lat 2.37

Course S. E. W. S

Friday Oct 8. 1847
Throughout this 24 hours brisk
breezes from S. E. & S. W. part
heading S. W. the latter W. S. W. -
employed setting the main top. rigging
up at its own height. rattling fore top
mast rigging &c. at 11 P.M. saw
pinkadee at 12. 1 sail in sight
at our bow

Lat 1.47

Remarks on Board Ship Franklin Capt. Cope
October 9th 1847 Saturday

Course S W

All this 24 hours light winds
variable from S. to S. E. pleasant
weather Ship heading from N. E. to N. W.
to S. W. employed in making
sailing 1 sail in sight
ahead

Lat 1. 03
Long 20. 58

Sunday Oct 10th 1847

Course S W

Throughout this 24 hours light winds
and pleasant from S. and S. E. & E.
Ship heading from S. W. to N. W.
1 sail in sight ahead fore part

Lat 00. 20
Long 21. 58

Monday Oct 11th 1847

Course S W

All this 24 hours light breezes
from S. E. by S. and S. E. Steaming
S. W. employed breaking out for
water. Main hold 3 casks and looking
for molasses found some Star Soda
Steering hold aft next the run, 1 cask
out 12 casks of bread and 1 cask of flour
coopered them on

Lat 00. 56
Long

Tuesday Oct 12th 1847

Course S W

All this 24 hours still breeze from
S. E. by S. Steaming S. W. employed
battling mizen rigging

Lat 2. 11
Long 24. 24

Remarks in Barque Franklin. Capt. Cooper
Wednesday October 13th 1847
Throughout this 24 hours stiff
winds from S.E. (Carrying) all sail
Steering S.W. & employed at sunds

Course S.W.

Lat. 4. 52.
Long. 26. 18

Thursday October 14th 1847
Course S.W. by S
Throughout this 24 hours strong
breezes from the S.E. Steering S.W. by S.
Employed Blacksmithing. Mending
fly fish &c.

Lat. 6. 59
Long

Friday Oct 15th 1847
All this 24 hours strong winds
from S.E. Steering S.W. by S.
Employed Mending fly fish. Black
smithing. Repaired Sails & Sails
Cours. S.W. by S
Lat. 12. 20
Long 31. 00

Saturday Oct 16th 1847
Throughout this 24 hours strong
gales from S.E. Steering S.W. by S.
Employed Mending. Spanken
Blacksmith mending iron locks
Saw one spout did not know
what it was. at 4 P.M. took
in Studding sail. and braced up
steering S.E. by S. — Do ends
Lat 11. 10
Long 32. 50

Remarks on Board Ship Franklin

Sunday Oct 17th 1847

Cause J.G.M.

Throughout this 24 hours strong gales
from S.E. squally at intervals / Steering
J.G.M. Del

Lat 14° 38'
Long 29° 42'

Monday Oct 18th 1847

Cause J.G.M.

All this 24 hours strong gales variable
from S.E. to E.S.E., Steering S.W.
squally at intervals, employed mending
a main topsail & saw a brig
bound to the northward

Lat 16° 37'
Long 31° 14.5'

Tuesday Oct 19th 1847

Cause J.G.M.

Throughout this 24 hours brisk
breezes from E.S.E. Steering S.W.
employed mending an old topsail
Del

Wednesday Oct 20th 1847

Cause J.G.M.

Throughout this 24 light winds
from E.N.E. Steering S.W. took in
the jib boom to fish, it being sprung
near the cap. clearing, lookout
sounded W. 1 sail in sight of
our star beam.

Lat 20° 35'
Long 35° 01'

Remarks on Board Ship *Franklin*, Capt. *Cox*

Thursday Oct 21. 1847

Course S.W.

Commenced with light winds variable with plenty of rain latter part wind steady from S.E. & with rain at intervals employed sending out jib boom. Coasting Bobstays

Lat 31.30

Friday Oct 22 1847

Course S.W.

Throughout this 24 hours stiff breeze from S.E. and S.W. E. employed setting up bobstays jib stay opening jib bending of it breaking out 3 casks of water in fore hold. Lar side looking for coal without success at 3 P.M. saw a big bound to the Northward

Lat 31.58

Saturday Oct 23 1847

Course S.W.

Throughout this 24 hours light winds from S.E. ship standing S.W. employed setting up the mizen rising, turning out the deadens and setting it up by its own part - setting up foremast and top of rigging

Lat 23.30
Long 37.52

Sunday Oct 24th 1847

Course S.W. by S.

Throughout this 24 hours light steady wind from N.E. and E.N.E. steering S.W. by S. under all sail saw a number of Humphreys going fast

Lat 24.55
Long 38.41

Oct 25

Remarks on board Tarquarian (Capt. Cooper)
Friday) October 29th 1847

Fore part (am S.W.) the latter part squally with rain. put
the latter part S.E. I reefed in the topsails, furl'd jib and
main sail, wind shifted to S.W. kept the ship off to S.E. employed
at sundries put new quarters block on
M. top sail yard. Saw some finback

Course S.E. 1/2 E

Saturday Oct 30th 1847
Throughout this 24 hours strong gales
from the N.W. fore part, latter from
N. steering S.E. 1/2 E. saw a vessel
of our Star beam. supposed her to
be a steamer bound to the Northward
employed fipping, fly, jib, boom,
bending, main sprit, and fore top
mast stay sail. seeing new four blue
jackets, &c.

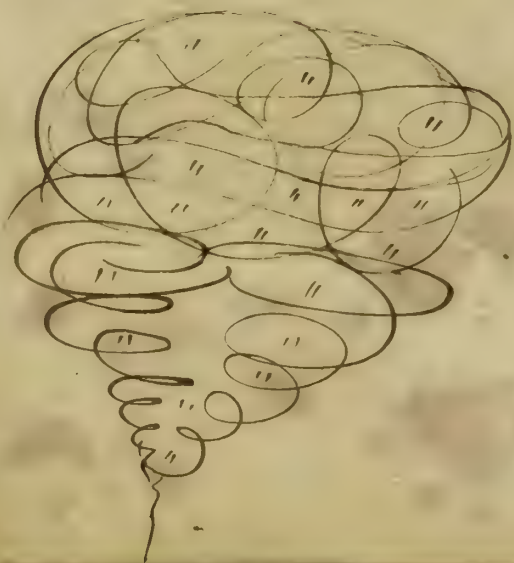
Lat 34.10
Long per Chron 44.49
Long per Lunar 44.11
at 9 P.M. Diff. 38

Sunday Oct 31st 1847
All the 24 hours strong gales
from S.W. and S.W. ship heading
S.E. and S.E. by E. some finback
and porpoises

Lat

Monday November 1st 1847
Fore part light winds from S.W. W.
Middle and latter from the E. by E.
steering S.W. employed putting points
in fore main topsail at 12 P.M. saw
one right whale, lowered and took
him alongside, took in sail

Lat 36.08
Long per Chron 42.08
41.25
Diff. 43



17
Remarks on board Ship Franklin Capt Cooper
Tuesday November 2. 1847

Course S.W.

Throughout this 24 hours strong
winds from S.E. fore part cut the
our whole, made sail steering S.W.
Saw numbers of finbacks, &
the latter part hauled out fly jib
boom - took in sail

Lat 36.50

Course S.E.

Wednesday Nov 3. 1847
Throughout this 24 hours strong gale
from the Northward Squally with
rain. Steering S.E. employed at Spindles,
Saw some Humpback finbacks &
took in sail

Lat 37.30
Long

Thursday Nov 4th 1847

Course N.E.

Throughout this 24 hours strong winds
from N.E. steering N.E. Saw numbers
of finbacks. employed tending a
new main topsail, mending the
old one, furling the Calcutt &
took in sail

Lat 38.50

Long 42.31

Course N.E.

Friday Nov 5th 1847
Fore part wind from N.E. steering
N.E. Commenced boiling, hove out
provision coopersing it - Saw a number
of finbacks - 1. Bark steering to the
Northward - took in sail
latter part wind from E.S.E.

Lat 37.05
Long 40.34

Remarks on Board Barge Franklin Capt Cooper
Saturday November 1st 1847

Crew
J. C.

Throughout this 24 hours stiff
breeze from the Eastward. Steady
to the S.E. employed boiling at
2 P.M. Coaled blown, cleared up
deck. Saw some finbacks. L.
took in sail heading S.E. by E.

Lat 37.00
Long 40.11
No

Sunday Nov 7th 1847
Crew E. J. C. Throughout this 24 hours brisk breeze
from N.E. with rain. Steady E. J. C.
Saw a number of finbacks. L.
latter part employed washing
of deck. Took in sail heading S.E. by S. Lat San Obispo

Monday Nov 8th 1847
Throughout this 24 hours. Thick
weather with rain at intervals
of fine wind from N.E. ship heading E. J. C.
the latter part wind from N.N.E.
heading E. and E by N. Saw some
finbacks. Lat 38.00



Tuesday Nov 9th 1847
At this 24 hours light winds from
N.W. and N.N.W. heading N. and
N.N.E. Bristy weather employed
coopering our provisions, beef and pork
barrel. Blacksmithing and so on.
at 5 P.M. saw 2 whales, 1 point
of our weather was going fast to the
Northward. Supposed them to be sperm
whales.

Lat 37.40
Long 35.15

Remarks on board ship Franklin Capt. Cooper

Wednesday Nov 10th 1829

Throughout them 24 hours strong
winds, with bad rough sea running
for part of the day. S. S. M. steering of N. by E.
at 9 A.M. saw 2 right whales going
fast low in chase without success.
at 2 P.M. saw another chased without
success going fast to windward. wind
shifted and S. S. M. saw a number of whales
to windward could not tell what they
was far off at 4 P.M. split the rib took
it in the air at sundown put 2 reefs in
the top sail further courses &
{ took in sail }

Lat 37. 14
Long 35. 43

Thursday Sep 11th 1847

Thursday Nov 11th 1847
Throughout this 24 hours good weather
for boat guide from the S of the latter
from the S. S. steering up to the westward
Saw no right whale, employed mending
an old gib. bending another, Black, with
-making. Howlock. Did Saw some finback

Feb 34. 10

Friday Nov 12th 1827

10
 Long Low park Dr
 Lathin L.C.
 11

All this 24 hour strong gales
fair part wind from. No letter from
W. and W. with large sea fore part
steering W. the latter S.E. under
double reefed topsails. Saw one or 2
finback - took in Lil

Pat 37 10
Long 36 21

Courtesy of part I & C

Latter. M & C

Yesterday Nov. 15. 1867
Commenced with light winds from
N.W. with thunder and lightning in
the P.M. at 7 A.M. wind suddenly
shifted from N.W. to S.W. with rain
blowing hard, put 2 sails on top of fusel &
commenced steering S.E. at 10 A.M. cleared up &
made sail at wind hauling round to S.
at 3 P.M. burst out from S.W. again with
furious rain blowing hard in general. Steered
N.E. Close reefed top gill, furled Cozy &
at 4 P.M. increasing lay to, heading E. under
close reefed f. and M. top sails, M. Spruce f. to
steer.

Lat. 6 30
Long. 35. 09

Reman to Bear it. 24th. 1847. Capt. Coxe
Sunday Nov 14th 1847

Course fair port. Throughout the 24 hours strong
wind from S.E. and S.E. Steering
by the wind to the N.E. latter to the S.E.
Saw number of finbacks at night. Took in sail

Lat 36° 26'
Long 34° 08'

Monday Nov 15th
Throughout this 24 hours pleasant
weather wind from S.E. Steering
by the wind to the N.E. Saw number
of finbacks. Employed mending
fib. went the fore top gallant
employed repairing it.

Lat 36° 06'
Long 33° 51'

Tuesday, Nov. 16, 1847
Throughout this 24 hours light
breeze from the E.S.E. Steering
by the wind to the Southward
Saw number of finbacks. Employed
repairing fore top sail at 5 P.M.
finished and beat it up
took in sail

Lat

Wednesday Nov 17th 1847
Saw part strong winds the latter
strong gales with rain, thick weather
Saw number of finbacks at 4
P.M. took in. Cores and fib. close
repacked the topsails wind from the
East Steering by the wind S.E. & E
Lat

Remarks on Board Barque Franklin, Cooper
Thursday Nov 18th 1847

Course E. N. E.

Fore part wind from S. W. & suggested weather at 8 A.M. made some sail and kept the ship off to E. N. E. latter part wind changed & went to West. W. at 6 P.M. took in sail. Saw some finbacks, ran all night under easy sail. Rain throughout the night.

Lat 39. 35
Long 32. 52

Friday Nov 19th 1847

Throughout this 24 hours strong winds from all round the compass steering to the N. E. and N. W. by E. wind permitting the latter part of the wind from the S. with rain and breaking out for water again at 10 P.M. Saw number of finbacks and some whale feed. at 10 P.M. took in sail and lay to.

Lat 38. 25
Long 32. 12

Saturday Nov 20th 1847

Course fore part
N. E. by E.
Latter E. N. E.

Throughout this 24 hours strong gales from S. and S. E. W. with dead sea running. Steering S. E. by E. and N. E. by E. Saw number of finbacks & rain in squalls throughout the day. so ended at 11 P.M. took in sail.

Lat 37. 22
Long 30. 18

Sunday Nov 21st 1847

Throughout this 24 hours light winds from the Southward. Steering by the to the Eastward at 11 A.M. Saw a right whale to windward. Chase without success. Saw number of finbacks.

Lat 36. 23
Long 29. 22



Barque Franklin (Brisling) Capt. J. H. Cooper
Monday Nov 22, 1847

Course

Throughout this 24 hours wind from the N.W. pleasant weather steering is the S.W. the latter S.E. and S.W. saw number of finbacks but no right whales at night took in sail steering S.W. under double reefed No. topsail

Lat. 36.35

Course for port S.E.

2 The latter, N.E.

Tuesday Nov 23 1847
Throughout this 24 hours fine breeze from N.W. and N.E. W. Steaming fore part S.E. the latter N.E. employed reefing 3 new lanyards. Lar. for rigging sent down fore & stern gaff. fitting fore tacks out of the block, left and other small chain. Reefing new main braces. Saw number of finbacks at night took in light sail. & course steering by the wind to the eastward

Lat 37.30
Long 27.33

Wednesday Nov 24 1847

Throughout this 24 hours strong gales from the N.E. and N. latter part with rain fore part employed repairing the foresail. Saw a number of finbacks & took in sail.

Lat

Course N.E.

Thursday Nov 25 1847
All this 24 hours breeze from the westward with pleasant weather employed mending the foresail saw number of finbacks at 2 P.M. saw one right whale chased without success going fast. Steaming N.E. throughout the day at night took in sail. Steaming of N.E. under 2 reefed main & fore and fore sail

Lat 36.16
Long 24.16

Seen 1



Sargues Franklin Capt Cooper. Cruising

Friday Nov 26th 1847

Crew for part N.E.
Latter E.S.E.

Throughout this 24 hours light breeze from the N.W. and N.N.W. fore part steering N.E. the latter E.S.E. employed repairing the mainsail. Saw numbers of finbacks. At night took in the topsail. Steering E.S.E. under Main topsail, for sail S. for ends

Lat 35.25
Long 23.03

Saturday Nov 27th 1847
Throughout this 24 hours fine breeze from the N.W. pleasant steering fore part E.S.E. the latter S.E. employed repairing the mainsail at 5 P.M. finished it and went it. Saw numbers of finbacks

Lat 35.40
Long 20.04
"

Sunday Nov. 28. 1847

Throughout this 24 hours light wind from N.W. and N.N.W. pleasant steering to the S.E. Saw some finbacks at 5 P.M. Saw 2 right-whales going very fast to the westward. Looked out and chased without success could not come up with them. At 8 P.M. Calm took in top gall sails heading S.E.

Lat 37.00
Long 17.50

Crew. S.E.



Seen 2



Monday Nov 29th 1847
All this 24 hours fine breeze from the Northward steering of to the S.W. by E. at 10 A.M. saw 2 whales going fast in to the westward and chased without success. Latter part steering by the wind E. of N. Saw numbers of finbacks at 1 P.M. Saw 2 more whales chased without success it being dark came on board and took in sail.

Lat 37.00
Long 17.50

U.S. S. Franklin Cruising
Tuesday Nov 30th 1847

Throughout the 24 hours strong
winds from the Northward steering
E. S. E. on fog at sundown at
night took in courses and set out
2 reefs in the topsails steering E. S. E.

Lat 36.24
Long 14.20

Wednesday December 1st 1847
Fine part wind from N. N. W. with
at intervals steering for part E. S. E.
moderate latter pleasant steering
by the wind heading S. E. and S. S. E.
light from S. S. W. light at 4 P. M. saw
the Island of Tristan d. Cunha
bearing W. by S. dist 45 miles at 6 P. M.
tacked ship heading to the westward

Lat 36.33
Long 11.38
" " "
" "

Thursday Dec 2nd 1847

Fine part light winds from the East
Tristan in sight bearing west by S.
dist about 45 miles at 11 A. M. saw
3 whales chased without success at
2 P. M. lowered for the same whales
again but could not strike at 5 P. M.
saw another chased but could not
strike at 6 P. M. saw another chased
with the same luck employed repairing
the foretopail at night took in
sail heading for the island wind
from the N. N. W. the island dist about
35 miles

Lat



Friday December 3 1847
 Throughout this 24 hours strong gale
 from N.W. at daylight started ahead.
 Dist 8 miles it blowing hard took fore topsail
 and foresail. Close reefed the main. Saw a ship
 to leeward. Spoke her the Jefferson. Lay harbor
 2 whales. bound of to the S.E. This day employed
 repairing the tillar, iron work, and making the
 tillar shorter. Saw 2 Spouts did not know
 what they were

Lat 36.59

Saturday Dec 4th 1847
 All this 24 hours strong winds from
 part from the N.W. ship heading N.W.
 at 10 AM wind shifted to N.E. 11
 saw a small Barge standing by the
 wind to the S.W. Saw some
 finbacks at 7 P.M. took in sail and
 lay to. it having all the appearance of
 a bad gale, wind

Lat 36.25
 Long 10.34

Sunday Dec 5th 1847
 All this 24 hours strong gale from
 N.W. by S with heavy sea laying to
 under close reefed main topsail and
 main spencer fore & m. staysail
 at 8 A.M. took in the waist boat
 for the first time.

Lat 36.12

Monday Dec 6th 1847
 All this 24 hours strong gale from
 the westward fore part steering by the
 wind to the S.E. the latter part
 steering S.E. under double reefed topsail
 and foresail at 6 P.M. saw 2 right
 whales. lay to and took in sail.

Lat 37.24
 Long at 10 A.M. 9.07
 Long at 6 P.M. 8.10



Barge Franklin Cruising

Tuesday Dec 7th 1847

Throughout this 24 hours strong winds from the W. and ~~W. N. W.~~ steering East at 4 P.M. saw a right whale chased but could not get near him. Came on board. very rugged. at 6 P.M. took in sail. ship heading N. N. E

Lat 37. 27

Long 7. 109 1/2

Wednesday Dec 8th 1847
Course for port by S
Latter! N.E

Throughout this 24 hours strong gales from the Northward fore part steering E. by S the latter S.E. saw nothing employed Blacksmithing. at 7 P.M. took in sail steering of S.E. the wind N.W.

Lat 37. 28

Thursday Dec 9th 1847

Course S.E. by E

Throughout this 24 light winds from part from N.W. Middle from S.W. the latter from N.W. with rain and fog at intervals say a number of Henbaker. at 6 P.M. took in sail running of under easy sail S.E. by E

Lat no Obs

Friday Dec 10th 1847

Commenced with strong winds. bad sea running wind from W. N. W. made sail steering to the S.E. by E. at 5 A.M. saw a right whale loosed and took him alongside cut him in upset the Larboard boat and stove her alongside the Fick weather at intervals. commenced boiling at 6 P.M. saw a sail 4 points of our lea bow at 7 P.M. took in sail. and wore round heading N. so ends

Lat

Barque (Sloop) (Cruising)

Saturday Dec 11th 1847

Throughout this 24 hours stiff breeze from N.W. employed boiling made sail steering S.E. at 11 A.M. saw 4 or 5 right whales. Chased 3 times without success they being very wild the latter part reaching to the S.W. by the wind at night took in sail at 9 P.M. spoke the Barque Charleston Packet New Bedford 14 tons out 300 sperm 100 whale

Lat 37° 40'

Long 13° 45'

Sunday Dec 12th 1847

Commenced with thick weather wind from N.W. in company with the Charleston Packet standing by the wind to the N.W. saw 2 humpbacks at 4 P.M. were round heading to the N.E. by E. at 7 P.M. took in sail at 9 P.M. cooled down finished boiling

Lat 38° 10'

Long 1° 58'

Monday Dec 13th 1847

All this 24 hours moderate winds from the Northward ship heading to the E. by E. at 6 P.M. saw a humpback whale lowered and chased without success supposing him to be a right whale took in sail heading N.E. by E.

Lat 37° 50'

Long per Lunar 1° 39'

Long per Chron 1° 18'

Diff 21'

Tuesday Dec 14th 1847

Hour part thick weather with some rain at intervals broke out Star side main hold aft and stowed down 120 lbs of oil. The latter part wind shifted to the S.W. steering E. by E. at 7 P.M. took in top sail weather good saw 2 finbacks 10 ends

Lat 38° 00'

()

Cross E. I. E

Wednesday Dec 15th 1847

Fore part wind moderate from the N.W. & then E.S. & at 7 A.M. spoke the ~~Barren~~ gentleman. Fore part Capt A. Post 100 whale & 200 sperm kept in company through out the day steering to the best advantage to the N.W. were. Capt Post had seen plenty of whales a few days before Lat 35, or at 37 P.M. the wind shifted to N.W. had weather at 6 took in sail ends with wind from West saw one sail to windward boiling

Lat 36. 53
Long 1. 11 East

Thursday Dec 16th 1847

Throughout this 24 hours strong winds from N.W. & N. steering by the wind. Saw some firefly & the gentleman in sight to leeward at 7 P.M. took in sail wind increasing to a gale

Lat 36. 00
Long per Lun 00. 06 E.
Long Chro 1. 02

Friday Dec 17th 1847

All this 24 hours strong gales from N.W. & N. with bad sea at 8 A.M. made sail steering of to the S.E. saw a large ship steering to the S.E. by S. supposed her to be a Merchantman at 7 P.M. took in sail. steering S.E. by E

Lat

Saturday Dec 18th 1847

Throughout this 24 hours strong gales from N.W. & N. fore part the latter from N.W. steering S.E. fore part employed repairing a jib the latter the main & all sail and bent it again. at 4 P.M. put 2 reefs in the top sail. steering throughout the night S.E.

Lat 36. 30

Long 1. 18

Lat 36. 30

Long 1. 18

Barque Franklin Cruising
Sunday Dec 19th 1847

Course S.E.

Throughout this 24 hours strong
gales from N.W. with very bad
sea steering S.E. at 6 AM took
in the waist boat at 7 AM lost
the star boat and forward davit &
split the foretopail & this night
carried sail the weather moderating
a little wind hauling to the S.W.

Lat. 36.40
Long 8.30

Course S.E.

Monday Dec 20th 1847
Throughout this 24 hours strong wind
from the S.W. with bad sea steering
S.E. employed repairing fore sail
and fitting a new boat at 6 PM finished
the top sail and bent it so ends weather
some better this night carrying all sail
to S.E.

Lat. 36.34
Long 11.52

Course S.E. by S.
S.E.

Tuesday Dec 21 1847
Throughout this 24 hours strong
gales from N.W. and N.N.W. steering
S.E. by S. and S.E. employed fitting
star boat and davit & setting
part some rain with every appearance
of a bad gale. so ends

Lat 36.52

Course S.E.

Wednesday Dec 22 1847
Throughout this 24 hours strong
gales for part from N.W. with rain
and bad sea took in the waist
boat the latter wind from N.W. steering
S.E. took in sail

Lat 38.00
Long 18.09

Day Franklin Cruising
Thursday Dec 23 1847

At this 24 hours strong gale with
sea wind from N. by E. and N. by W.
ship heading South under close reefed
topsails latter part moderating set the
fore sail

Lat 38.30

Friday Dec 24th 1847
Throughout this 24 hours strong winds
from W. steering S. by E

Course S. by E

39 05

17 52

Lat 39.05
Long 17.52

Saturday Dec 25th 1847
Throughout this 24 hours strong
winds from the N. by E. and S. by W.
steering S. E. employed making a doris
and crane for bar boat &
breaking out butter and putting it in
pickle. at 7 P.M. took in topgallant
and courses

Lat 39.30
Long 18.55

Sunday Dec 26th 1847
Throughout this 24 hours strong
winds from the S. W. and N. by E. steering
S. E. by E. Saw a number of finbacks
at 8 P.M. took in sail steering
S. E. by E

Lat 40.20
Long 19.00

Remarks on Board Barque Franklin.

Monday Dec 27th 1847
Throughout the 24 hours strong gale
from the S.W. & W. Steering S.E. & E.
The ship Stephenie of New Bedford
no sail - took in sail steering S.E.

Lat 39. 27
Long 77. 46

Tuesday Dec 28th 1847
All this 24 hours strong gale from
the S.W. and W. Steering S.E. & E.

Lat

Wednesday Dec 29th 1847
Throughout this 24 hours light winds
and pleasant for part wind from
S.W. the latter part S.E. at 7 P.M.
were ship heading to the S.W. took in
top 9 sails and flyed in. Steering by the
Wind, Course S.E.

Lat 39. 25
Long 77. 33
Long 77. 32
Diff 37

Thursday Dec 30th 1847
Throughout this 24 hours light winds
from S.W. and S.E. by E. Steering S.E. clear
sky. 1. five o'clock and 2 sails of our boat
steering to the S.E. at 7 P.M. took in
the 11th ends with good weather &

Lat 40. 00
Long 77. 34. 16
Long 77. 34. 32

Remarks

Friday Dec 31st 1847

Throughout this 24 hours fine weather
wind from the E. steering by the wind
S.E. and S.E. by S. saw a number of
sloops. 1 sail in sight ahead

Lat 40.30

Saturday Jan 1st 1848

All this 24 hours strong winds from
the middle part from the E. toward
the latter from the N.W. with fog
at intervals. at 9 & 10. spoke the
Corinthian New London 95 days out
40 sperm, and Florida New Bedford
17 mos 1000 whale bod. sperm. in
company throughout the day at 4 P.M.
wind from N.W. close reefed the
topsails kept her of to S.E.

Lat no Ob

Sunday Jan 2 1848

Throughout this 24 hours strong
winds from the Westward steering
S.E. under all sail. saw 1 sulphur
bottom the fore part the Florida in
sight of our Star bow 3 points at
7 P.M. the weather looking bad put
2 reefs in the topsails fore & mainsails
Jib. so ends

Lat 42.30

Monday Jan 3 1848

Throughout this 24 hours a heavy
gale from the W by S. with tremendous
sea running scudding under double
reefed topsails to the S.E. 1 P.M.
close reefed fore topsail. at 4 P.M. the
gale moderating a little so ends

Lat 43.00

Barque - San Pedro Comenzando

Tuesday Jan 4th 1828

Throughout this 24 hours strong gale from the Westward fore and Middle part steering to the S.E. at 4 P.M. took in sail and lay to heading S.W. employed putting points in a new topsail &c

Lat 43.09
Long 49.39

Wednesday Jan 5th 1828

Fore part strong gale from the N.W. laying to at noon moderating made sail steering by the wind to the S.W. at 4 P.M. hauled round to N.W. ship heading N. this night carrying single reefed topsails to the Westward. This day employed mending fore top. M. staysail - Saw 1 finback

Lat 44.20
Long 51.08

Thursday Jan 6th 1828

Fore part strong gale with rain and fog Middle moderating cleared up made sail at 5 P.M. Calm. 1 ship in sight to leeward wind from the Northward fore part at 6 took in sail plenty of rain throughout

Lat 45.00
Long 50.30

Friday Jan 7th 1828

This day commences with fine weather, wind from N.E. at daylight made sail saw a right whale chased without success came on board whale in all directions, chased all day without success struck one the line cut off by lance, spade, or iron, lowered 9 times, plenty of whale but wild the latter part wind variable with squalls of rain and wind spoke the Julius, Caesar New London had got 2 whales to day then cutting 800 Blk. took in sail

Lat 45.35 Long 49.50

Saturday January 8th 1848

Throughout this 24 hours strong breezes from the Northward. Saw a number of whales. Chased a number of times without success. Could not get near them. Saw 5 ships. None of them got any thing, took in sail. Repaired the spanker and bent it.

Lat 45. 10
Long 50. 11

Sunday Jan 9th 1848

This day strong breezes from the Northward. Saw a number of whales all going fast to the Northward. Chased 3 times with success. Could not get near them. 1 ship in sight cutting. Bent a new fore topsail, unbent jib and bent another - so and took in sail.

Lat 45. 35
Long 49. 57

Monday Jan 10th 1848

Throughout this 24 hours good weather. Wind from the Northward. Saw a number of whales. Struck one cut him in. at Sundown. Shot the Cetta greenport. Boiling. Had got a whale that day 2100 lbs. Commenced boiling.

Lat 45. 30

Tuesday Jan 11th 1848

Throughout this 24 hours light winds from the westward. Employed boiling. Saw a number of whales. Chased without success.

Lat 45. 38

Barge Stran Mii (Cruising)
Wednesday Jan 12th 1848

Throughout this 24 hours light
winds. Saw a number of whales
chased without success finished
boiling -

Lat 45.33

Thursday Jan 13th 1848
Fore part thick fog middle part
Clear. Saw a number of whales chased
without success. Saw 3 ships, one of
them the Julius Caesar saw her
chasing whale, but did not get any
the latter strong winds from NE
with rain and fog took in sail

Lat 45.26
Long 49.36

Friday Jan 14 1848

Throughout this 24 hours strong
gale from the Westward frequent
fog and rain ship heading N. an N.W.
Stowed down 60 bbls of oil in Star side
Main Hold. Saw one ship of our
harbour beam. Saw a number of
whales to suggest to lower ends
with weather moderating

Lat 45.00

Saturday Jan 15 1848

Throughout this 24 hours light winds
from the Northward steering South
at 5 P.M. Saw 4 whales chased without
Success. took in sail

Lat 44.56
Long 49.26

70 bbls

Barge Grand Cruising

Sunday January 16th 1848

4th part light winds from the Northward. Lat. 5 A M. Saw 3 whales lowered and took one along side put him in commenced boiling. Saw one ship to leeward middle and latter part wind light and variable from NW. to NE. with fog. Lat. 45.14

Monday Jan 17th 1848

Corn meases with light winds from the NE. Clear middle and latter part from the Northward fog with rain. rough weather took in sail. employed giling. Saw no whales. Saw the Julius Caesar cutting. Saw the Delta ends with thick dirty weather wind North. Ship heading E. by N.

Lat 45.20

Long 50.02

Tuesday Jan 18th 1848

Throughout this 24 hours thick fog with rainy gusts to fore part. Wind from the North the latter from the S.W. blowing fresh with all appearance of a gale type ship heading West. Saw nothing 2 whales at sundown

Lat Sun
Obs

Wednesday Jan 19th 1848

75th 19th Fore part Moderate commenced stowing down Main hold Lar side at 7 A M. Saw 2 whales. chased without success at 1 P M. Spoke the Leander of Nystie 2 whales and Julius Caesar 900 lb boiling in company with them the remainder of the day the latter part rigged finished stowing down 75. lb. Saw 2 or 3 whales to rig got to lower got 1250 of coal from the Julius Caesar wind from the Northward

Lat 45.00

Long 49.27

Manhattan Cruising

Thursday Jan 20th 1848

Commenced with strong winds from the Northward steering by the river to the Eastward fore part saw one whale chased without success. 3 ships in sight latter part bad weather fog and rain took in sail heading N by N so ends

Lat No Ob

DK 45.20

Friday Jan 21. 1848

All this 24 hours wind from the North fresh breezes saw one whale chased without success could not get near him steering by the wind to the E. S. E. 4 ships in sight at 5 P.M. spoke the Enterprise New Bedford. 1 whale the remainder of the day steering East

Lat DK 45.30

Saturday Jan 22 1848

All this 24 hours strong winds from the N.W. steering by the wind to the S. S. E. saw no whale, three ships in sight to leeward this night carrying sail to get to the S.W.

Lat 45.00

Long 50.26

Sunday Jan 23 1848

Throughout this 24 hours strong breezes from N.W. and S.W. steering by the wind to the S.W. at 11 A.M. saw the Crockett islands at 6 P.M. spoke the Julius Caesar, saw the Leander above ship heading N. the land dist 15 miles bearing S by W.

Lat 45.45

Long

Barque, Grant Allen (Cruiser) Crozeth
Monday Jan 24th 1848

Commenced with moderate
breezes from N. at 9 A.M. of the
West Side of Pig Island some of the
Crozeth dist. 4 miles towing 2 boats
to pull in shore to fish. took 10 whales
but before we got in it blowed so
hard we had to return on board
the remainder of the day blowing hard
from the N. Steaming by the Wind
W. by N. saw no whales in the morning
saw the Julius Caesar, Leander & Enterprise
at night took in sail.

Lat. 46. 01
Long -

Tuesday Jan 25th 1848

Throughout this 24 hours light winds
from the westward for part foggy
the latter rain middle part the
foulsail and bent another course N. N. E.

Lat. 46. 30
Long -

Wednesday Jan 26th 1848

Throughout this 24 hours a heavy gale
for part from N. W. heading S. E. by N.
the latter part from N. N. W. heading
W. by S. moderating set double reefed
topsails and fousail

Lat. 46. 38
Long 49. 36

Thursday Jan 27th 1848

Throughout this 24 hours strong
gales from N. and N. N. W. for part
heading E. Middle do. latter N. E.
at 10 A.M. passed South island
bearing N. dist. 10 miles at 7 P.M.
took in the top. fog and rain at
intervals throughout - Saw 2 finbacks

Lat 46. 15
Long 51. 00

Friday Jan 28th 1848

Throughout this 24 hours strong gale from N.W. and N.W. under easy sail heading N.E. and N.E. at 6 P.M. moderating made sail steering by the wind N.E. saw 2 fishery

Lat 44.30
Long 53.20

Saturday Jan 29th 1848

Throughout this 24 hours good weather wind from the westward saw 3 or 4 whales chased without success saw 3 ships spoke the Cadmus Sag Harbor 1 whale

Lat

Sunday Jan 30th 1848

Throughout this 24 hours strong winds from the southward ship heading N.W. latter part wind hauled ship heading N.W. by N. thick with some rain took in sail. saw no whale, the Cadmus in sight all day

Lat 43.40
Long 51.17

Monday Jan 31 1848

Throughout this 24 hours strong gale from S.W. heading N.W. and N.W. saw 3 sail spoke them Cadmus Florida Delta & the Cadmus had seen 7 whale under easy sail throughout at 6 P.M. weather moderating

Lat 41.37
Long 48.57

Remarks on Board Spirit
Tuesday February 1st 1848

Throughout this 24 hours good weather
wind from the westward steering to
the southward. Saw 3 whales struck
our lines parted lost him. Florida.
Delta. Cadmus in sight - throughout
Florida got a whale, took in sail,

Lat 43. 40
Long 49. 48

Wednesday Feb 2nd 1848

Throughout this day strong wind from
the westward steering to the southward
saw no whales. latter part bad weather
saw 2 sail latter part in company
with the Cadmus they had seen 3 whales

Lat 45. 00
Long 50. 18

Thursday Feb 3rd 1848

Throughout this 24 hours strong winds from
W. N. W. and N. W. steering by the wind to
the E. N. E. and N. E. at 10 A. M. saw 2 islands
dist 20 miles, at 5 P. M. bearing South.
saw no whales

Lat 45. 45
Long 50. 18 1/2

Friday Feb 4th 1848

Throughout this 24 hours strong winds
from W. N. W. heading fore part to
the Northward the latter to the Southward
saw 2 whale chased without success
one sail in sight to windward

Lat 44. 23
Long 50. 30

Saturday Feb 5th 1848

Throughout this 24 hours strong winds
from the westward fore part steering by
the wind to the Southward. the latter to
the Northward. saw 3 ships spoke the
Florida they had seen 2 whales in the
morning we had seen none, ends with
weather moderating.

Lat 44. 25
Long

Barge (Franklin) (Cruising)

Sunday Feb 6th 1848

Here port calm. saw one whale chased without success latter part fresh breezes from N.W. standing to the Northward saw another whale chased without success. Saw 2 sail

Lat
Long

Monday Feb 7th 1848

Here port fresh breeze the latter part strong gale from N.E. for steering by the wind to the Southward the latter to the Northward spoke Cadmus took in sail. they had seen 2 or 3 whales

Lat 44.10

Tuesday Feb 8th 1848

Throughout this 24 hours strong gale from N.W. ship heading N.W. the latter part in company with the Cadmus, at night weather moderating

Lat 44.30
Long 48.20

Wednesday Feb 9th 1848

Commenced with strong breeze from N.W. made sail standing to the westward at 10 A.M. blowing a gale took in sail wind hauling to the westward Cadmus in sight to windward latter part wind west weather moderate. at 4 P.M. steering S.E. under easy sail - so ends

Lat
Long

Thursday Feb 10th 1848

Throughout this 24 hours calm some fog

Lat No Ob

February 11th 1848 Friday

Throughout this 24 hours strong
breezes from the N.W. fore part thick
fog steering to E. N. E. latter part
windy main topsail mended
and bent it again latter part clear
saw one finback. took in sail
So ends

Lat 44.30 D.T.
Long 48.20

Saturday Feb 12th 1848

Throughout this 24 hours strong gale
from the Westward fore part steering
East. latter saw a number of whales
chased without success

Lat 44.00
Long 49.02

Sunday Feb 13th 1848

Throughout this 24 hours good weather
saw a number of whales chased without
success started at one missed him,
wind from N. W. Standing tack
and tack - latter part calm.

Lat 43.41

Monday Feb 14th 1848

Throughout this 24 hours fresh winds
from the Northward saw a number
of whales chased a number of times
lat 1/2 past 4 P.M. struck one took him
along side, at 1 P.M. shall let him lay
till morning So ends.

Lat 43.56
Long 49.16

Tuesday Feb 15 1848

Throughout this 24 hours thick fog
fore part wind from the Northward
put in our whale. & commenced
hiding latter part calm. So ends

Lat

Wednesday Feb 16 1848

Throughout this 24 hours fresh winds
from the Northward fore part fog latter
part clear. employed coiling saw
a number of finbacks.

Lat 44.13
Long 49.24

Barque Transatlantic Cruising

Thursday Feb 17th 1848

Throughout this 24 hours thick fog
wind fresh from the North
employed boiling at 5 P.M. finished
boiling so ends

Lat

Friday Feb 18th 1848

Throughout this 24 hours wind from the
Northward fore part thick fog. latter part
clear. Spoke the Barque Congreg of
Nystie & whales boiling. at 4 P.M. saw
2 whales chased without success they going
very fast to the Southward. Stowed down
97 bbls of oil Main Hold L.S. so ends
Steering S.W. latter part

Lat 43.38
Long 49.20



Saturday Feb 19th 1848

Commenced with thick fog latter part clear
wind from the Northward. Saw 2 whales
chased without success

Lat



Sunday Feb 20th 1848

Throughout this 24 hours fresh winds
from N.W. Standing tack and tack
Saw 3 whales chased without success
darted at one but he was too deep

Lat 44.30
Long 48.50



Monday Feb 21

Throughout this 24 hours light air
fore part from the Northward with heading
to the latter part from the Southward
Steering N. Saw several finbacks. R
so ends

Lat 44.37

Tuesday Feb 22

Throughout this 24 hours, calm
fog at intervals. Saw 2 finbacks

Lat 44.10
Long 49.35

49.20

Wednesday Feb 23 1848

Throughout this 24 hours light air
and calm fog throughout. Saw a
number of Stacks ends with light winds
from E. N. E. steering S. S. W.

Lat

Thursday Feb 24 1848

Throughout this 24 hours light winds
from E. N. E. fore part steering S. S. W.
latter part S. E. at 5 P. M. then ship
heading N. N. W. fog throughout the
night carrying sail

Lat 45.55

Friday Feb 25 1848

Throughout this 24 hours thick fog wind
from the Eastward fore part steering
by the wind to the N. W. the latter to
the S. E.

Lat 45.30
Long 48.18



Saturday Feb 26 1848

Throughout this 24 hours thick
fog wind from N. E. and E. N. E.
standing by the wind to the S. E.
at 6 P. M. wind shifted to N. S. W.
steering E. N. E. wind light. latter
part plenty of rain

Lat 45.40
Long 49.38

Sunday Feb 27 1848

Throughout this 24 hours strong winds
from the Northward. Saw one whale
going fast did not lower at 6 P. M.
wired hauled to the Westward
blowing a gale took in sail heading

Lat 45.36

3a B (

Monday Feb. 28th 1848

Throughout this 24 hours strong gales from the Westward latter part moderating. Saw several whales struck one the line parted lost him at 5 P.M. Chased another darter but he was too deep took in sail the wind hauled round to the Northward Saw one ship -

X
wind

Lat

Tuesday Feb 29th 1848

Throughout this 24 hours from the Northward one part rugged spoke the Coriolanus. Killed 9 whales the latter a heavy gale with bad sea took in sail tack and tack

Lat 44.35

Wednesday March 1 1848

Throughout this 24 hours a strong gale from the N.W. with heavy sea laying to under close reefed main to sail middle and latter part heading N.W.

X
wind

Lat 45.04

Thursday March 2. 1848

Throughout this 24 hours strong gales from Westward. The latter from the Northward with bad sea laying to. tack and tack, saw 2 or 3 whales

X
wind

Lat D.R. 45.00
Long do 52.00

Friday March 3 1848

Throughout this 24 hours heavy gales from the Northward laying to

Lat

Saturday March 4th

Throughout this 24 hours heavy gale from the N. and N.W. latter part ship heading to the Westward

Lat 44.43
Long

Sunday March 5th 1848

Throughout this 24 hours a heavy gale
from the N.W. lying to

Lat 44.51
Long 53.08
(S)

Monday March 6th
Fore part strong gale from N.W.
Moderating made sail steering to
the westward latter part wind from
N.W. ship heading west weather
moderate saw a number of fin backs

Lat 44.15
Long 52.51
(S)

Tuesday March 7th 1848
Throughout this 24 hours strong gale
fore part from N.E. and N. with
fog the latter from N.W. saw a
number of fin backs fore and middle
part steering N.W. the latter by
the wind S.W. by W.

Lat 44.40
Long 51.40
(S)

Wednesday March 8th 1848

Throughout this 24 hours strong
gales from N.W. and N.W. fore
part lying to at 1 P.M. made sail
steering E.S.E. for Desolation latter
some rain saw one whale going fast
to the E.S.E. ends with bad weather

Lat 45.55
Long 52.08
(S)

Thursday March 9th 1848

Throughout this 24 hours strong gales
from N.W. steering S.E. at 3 P.M.
saw 4 or 5 whales to rigged to lower
in sail and lay to this night
Carrying Double Reefed topsails to hold
on

Lat 45.28
Long 55.44
at 3 P.M.
(S)

Bar R Franklin Beyond Resolution

Friday March 10th 1848

Throughout this 24 hours strong gales from the Westward fore part steering by the wind tack and tack. at 12 o'clock kept off S.E. under single reefed topsail and foresail. Saw nothing

Lat 43.
Long 56.34
D

Saturday March 11th 1848

Throughout this 24 hours strong gales from W. N. W. with snow and hail squalls steering S. E.

Lat

Sunday March 12th 1848

This day moderate winds from W. N. W. steering E. S. E. latter part wind light. employed breaking out water in fore hatch

Lat 48.15
Long 63.37

Monday March 13th 1848

Fore and middle part light winds from N. W. and N. latter part from N. E. and East. fore part steering E. S. E. latter part Course S. E. by S. ends with rain. Saw 2 fin back & took in sail

at 10 A.M. Lat 47.34
Long 65.33
D

Tuesday March 14th 1848

Throughout this 24 hours moderate gales from N. W. steering S. E. at 3 P.M. Saw Blighs Cap. Resolution bearing S. E. 11. Starred for it at 4 P.M. took in sail, wore ship heading of snow, Blighs Cap, bearing S. E. 11. dist 8 miles. Saw no white ends with moderate weather wind from W. N. W.

at 10 A.M. Lat 47.34
Long 67.36
D

Wednesday - March 15th 1848

Throughout this 24 hours strong gales from N.W. and N.E. running along the N. side of the station. within 4 miles of the shore saw no whales at 2 P.M. went ashore with 2 boats got 8 or 10 (102) pigeons. 1000. teal ducks 1. fur seal. Saw 2 elephant seals at 5 P.M. came on board took in sail heading N.

Lat 40
Long 150

Thursday March 16th 1848

Throughout this 24 hours strong gale for part from the Northward heading E. and E.N.E. the latter from N.W. steering N.E. at 3 P.M. put 2 reefs in the topsails furled courses. In at 6 P.M. close reefed the topsails, saw one whale going in to the S.W. fast ends with bad weather

Lat 47. 41
Long 150

Friday March 17th 1848

Throughout this 24 hours moderate winds from N.W. for part latter from N. and N.E. carrying all sail by the wind ship heading E by S. Course N.E. Saw one finback. this night carrying sail

Lat 56. 28
Long 150

Saturday March 18th 1848

Throughout this 24 hours fresh winds from N.W. and N.E. for part standing back and tack. the middle and latter part heading N.W. and N.E. in and for at intervals latter part wind dying away Course N.E. carrying all sail

Course N.E.

Lat 55. 50

Long 150

Dargue Franklin Capt. E. C. B. Bound for St. Paul
Sunday March 19 1848
Throughout this 24 hours stiff gale,
from the Westward steering N.E. under
all sail.
(Course N.E.)

Lat 43.40 N
Long 72.34 E

Monday March 20th 1848
Throughout this 24 hours fresh
gale from the Westward steering
E.N.E. under all sail. Saw one fintack.
Course E.N.E.
Lat 41.20

Tuesday March 21. 1848.
Throughout this 24 hours a strong
gale from the westward steering
E.N.E. fore part. latter E. by S. employed
repairing the fore top gallant sail. At
6 P.M. the weather growing worse
a heavy sea running took in the waist
boat put 2 reefs in the topwails, furled the
Course. So ends Lat ~ Long

Wednesday March 22 1848
Throughout this 24 hours strong gales
from S.W. at 6 A.M. the Island of
Amsterdam or St. Paul in sight ahead
at 1 P.M. run under the lee of it
and went ashore a fishing with 3 boats
caught about 2 barrels, and with
weather moderating lay to under the
lee of the island
Lat

Thursday March 23 1848
Throughout this 24 hours fresh gales
from S.W. 2 boats in shore fishing
the ship standing off and on. At 5 P.M.
came on board put the ship of steering
S.E. and S.E. by E. so ends ~
Course S.E.

Friday

March 24th 1848.

Throughout this 24 hours strong gales
on the S.W. by E. steering S.E. by E. and
Course S.E. by E. employed setting 8 barrels off fish.
saw one ship steering East.

Lat 37° 41.9"
Long 74° 10"

Course S.E. by E.

Saturday 25th 1848
Throughout this 24 hours light winds
few part from the S.W. by the latter
from the Westward. untill the fore sail
ripped it up, and repaired another, and
lent it steering S.E. by E. ends with light
air from the S.W.

Lat 37° 21"
Long 82° 24"

Course S.E. by E.

Sunday March 26th 1848
Throughout this 24 hours light
winds from N.W. steering S.E. by E.
under all sail set for top mast steering sail
to ends.

Lat 37° 30"
Long 84° 48"

Course S.E. by E.
and E. by E.
Long

Monday March 27th 1848
The part heavy gale from N.W. steering
S.E. by E. employed mending the topsail
and getting the fore sail hoisted aloft
middle and latter part wind from
S.W. squally. ends with all appearance
of a strong gale. not far away
from topsail yard in the slings, and
split the jib.

Lat 37° 51"
Long 88° 24"
Long

Tuesday March 28th 1848

Throughout this moderate winds
from the S.W. employed fitting a new
f.t. S. yard repaired the jib and
bent it. Steering S.E. by E and E.S.E.

Lat 37.10
Long

Wednesday March 29th 1848

Throughout this 24 hours wind from
the N.W. and N. fore part light the
latter fresh employed making a truss
for the S. yard. Sending up M. S. S.
Course S.E. by E and S.E. by E. Steering sail Run 1 tail in light
Steering with us S.E. by E.

Lat 37.00
Long 76.10

Thursday March 30th 1848

Course S.E. by E
and S.E. by E

Throughout this 24 hours light winds
from the N.W. by N. in E.S.E. and
S.E. by E. employed fitting a new red sail
yard. repairing the foresail &c

Lat 37.28
Long 79.02

Course S.E. by E
and S.E.

Friday March 31st 1848

Throughout this 24 hours fresh breezes
from the N.W. by N. Steering S.E. by E.
and S.E. employed fitting fore S. yard
repaired the foresail and bent it
broke on a cask of water &c

Saturday April 1 1848

Course S. E. by E.
and S. E. - -

Throughout this 24 hours light winds
from the N. W. steering S. E. and S. E. by E.
tiller the fore & S. yard, sent it aloft
bent fore topsail & employed repairing
it by fit - ken

Lat 37. 57
Long 106. 132

Sunday April 2 1848

Course S. E. by E.
and E. S. E.

Throughout this 24 hours fresh
winds from N. W. and N. N. W. steering
S. E. by E. and E. S. E. under all sail
latter part a little rain. wind increasing

Lat 38. 27
Long -

Monday. April. 3. 1848

Throughout the 24 hours squally weather
wind from N. W. and N. N. W. the latter
N. N. W. wind most blowing hard at
10 P. M. double reefed the topsails
squalls with rain and hail, steering
E. S. E.

Lat 38. 35
Long 108. 1

Tuesday April 4th 1848

Fore and Middle part, squally wind
from N. W. and N. N. W. latter part
moderating. steering E. S. E. under single
reefed topsail.

Lat 38. 30
Long 111. 11

Wednesday April 5th

Fore part strong wind from the N. W.
the latter from N. N. W. and S. W. blowing
hard in squally weather, bad sea
steering E. S. E. and S. E. by E. under
double reefed topsails & the sail ends
with the gale increasing. spin at
intervals

Lat 3. 56
Long 114. 53
(C.)

Darque Franklin M. Cooper Master Bound for Robert Brown
Thursday April 1st 1848
Course S.E. by E
and E.S.E.

Throughout this day heavy gale from
the N.W. by N. at 11 M. steering E.S.E.
and S.E. by E. latter part moderating but
whole of sails fore part rain at intervals
with some lightning

Lat 39.23
Long 118.31

Course E.S.E.

Friday April 2nd 1848
Throughout this 24 hours fine
weather wind from N.W. by N. steering
E.S.E. under all sail employed setting
up new Shocks for water. repaired the
Main & G. Sail. and set it - ends with
some rain

Lat 39.20

Do

Saturday April 3rd 1848
Throughout this 24 hours good weather
fresh breeze from N.W. steering E.S.E.
under all sail, employed setting up
new Shocks for water. pumping out water
out of the old water Cask. and putting it
in the new to salt the old one

Lat 40.07
Long 124.30

Course E.S.E.
and E.E. by E.

Sunday April 4th 1848
Throughout this 24 hours pleasant sea
fresh wind from N.W. and N.W. steering
E.S.E. latter part wind from S.W. and
W.S.W. steering S.E. by E. had a little rain
middle part - ends with brisk breeze
from S.W.

Lat at 10 A.M. 40.22
Long at 10 A.M. 128.11

Course S.E. by E.

Monday April 5th 1848
Commenced with good weather wind
from N.W. and N.W. employed setting
up Shocks for water. heaving out fore
hold to stop them, at 5 P.M. the wind
from S.W. blowing hard at 6 P.M. put
2 reefs in the Top sail took in the main
boom before morning. a grey back squall
took in the fore sail. then it cleared away
steering S.E. by E. blowed the fore sail
away. Dr so early

Lat 41.10
Long 132.08

Tuesday
Course S.E. by E.

April 11th 1848.
Throughout this 24 hours a tremendous
gale from the W. with very heavy bad
sea running. Steered S.E. by E. at 11. Called
all hands to be in sail. in clewing up
main topsail clewing parted. Spent the
night furling both topsails, and
brought the ship to under main spinnaker
at 1 P.M. Stove the waist boat, badly.
Flying very heavy in squalls with hail
throughout the night plenty of lightning
at 7 P.M. weather moderating. sea getting
more regular. set double reefed f. topsail
and fore sail steering E.S.E. and S.E. by E.

Lat. 42.30
Long 134.12

Wednesday April 12th 1848
Commenced with weather moderating wind
from W. employed repairing the main
topsail. Middle part weather growing bad.
Close reefed f. topsail. furling the fore sail
Scudding under a close reefed f. topsail
Steering S.E. by E. and S.E.

Lat Fur (Barren)

Thursday
Course S.E.
- - E.S.E.
- - E. by S.

April 13th 1848
Throughout this 24 hours moderate winds
from W. part from W. steering S.E. Middle part
W. steering E.S.E. latter from W. steering E.
by S. repaired the main topsail and bent
it. fog and rain at intervals throughout
so ends

Lat 45.20
Long 139.40

Friday
Course E by S
- - E.S.E.

April 14th
Throughout this 24 hours strong gale from
W. steering E by S. and E.S.E. saw one
ship a Barque. The Prince Regent of London
bound for Cork & Ticon. latter part some
thin employed setting up shacks in

Lat 44.55
Long 144.04

Saturday April 15th 1848

Throughout this 24 hours light winds, variable from W to E. Stear. E. by E at 10 AM. Saw the Eddystone Rocks of Landism, land at 10 AM. Saw the main land shaped our course for Hobart town. The engine report in sight employed setting up shooks. Stopping our star anchor and getting it on the bow getting up chain. At 7 PM of Tassman, head at 10 miles. Saw Cape Borne light at 11 PM. Saw Derwent light sight ahead bearing N.

Sunday April 16th 1848

This day good weather. at 10 AM. Came in to an anchor at Hobart town. The barboard watch went ashore.

Monday April 17th 1848

Star watch on shore
Liberty

employed setting up shooks &c

Tuesday April 18th 1848

Bar watch on shore
Liberty

This day employed setting up shooks

Wednesday April 19th 1848

Star on shore
Liberty

This day employed binning our bone setting up shooks &c

Thursday April 20th 1848

Bar watch on shore
Liberty

Employed cleaning ship. sent our bone on shore 45 bushels & got a raft of 10
2400 65th

Friday April 21 1848

Star on shore
Liberty

This day coal taking, ships bends & side painting, roughing Tibboon

Saturday April 22 1848

Barboard on shore
Liberty

This day got a raft of water, and 5 tons of wood. painting ship head &c

Sunday April 23 1848

Starboard on shore
Liberty

This day fine weather.

Monday April 24. 1848

This day employed painting ship and stowing water on board for shore

Tuesday 25th

Painting ship got of a raft of walrus and bones of wood the Star ashore in shore

Wednesday 26

This day all hands employed at Sunbush getting of Potatoes. Sent a raft of oil ashore £130 0 0

Thursday 27th

Employed at Sunbush broke the windlass gear sent it ashore to get another one

Friday 28

Sent the truss band on the fore mast ashore to get mended

Saturday 29

Employed getting ready for sea

Sunday 30th

This day one watch on shore

Monday May 1st 1848
Employed getting ready for sea

Tuesday May 2nd 1848

Waiting for windlass gear and truss band

Wednesday May 3rd 1848

At 2 P.M. took our Anchor and stood out to sea at 8 P.M. clear of the heads stern by the wind E by N. land in sight through out the night

Thursday May 4th 1848

This day strong winds from the westward. The ice came on the land very fast did 30 miles. Letter Spurring N.E. and E. by N. saw a bark steering to the E. by N. Employed fitting a boat for the waist getting Anchor secured at 7 P.M. The weather had cleared the topsails stern N.E. and E. by N. so ends

Lat 41.22 Long 149.22

Friday 5th 1848 May

Commences with light winds from the S.W. steering West. In the latter part, Calm. employed fitting boat and getting her on the water. Also repairing the mainsail &c.

No Obser

Saturday May 6th 1848

Throughout this 24 hours strong gales from the N.E. with rain for part. Steering by the wind to the S.W. under whole topsail and foresail & jib the latter to the S.E. under double reefed topsails. having split the foresail

No Obser

Sunday May 7th 1848

Throughout this 24 hours strong winds for part from the N.W. steering by the wind S.W. The latter wind from S.E. steering by the wind ship heading West and N. by S. saw a whale spout once did not see it again. ends with weather moderating

Lat 41.40

Long 149.48

Monday May 8th 1848

All this 24 hours wind from the Southward steering by the wind to the W. and N.W. at 9 A.M. saw the land. stood in shore till 6 P.M. when ship heading E. bad weather dist from the land at 6^{PM} 10 miles, of Banks Strait employed repairing mainsail &c, took in sail.

Lat 40.30

at 2 P.M. Long 149.06

Tuesday May 9th 1848

Throughout this 24 hours strong gales from the Southward, the latter in sight all day standing in shore till 11 P.M. when ship heading of shore E. by S. ship under double reefed topsails. employed repairing mainsail &c.

Lat 40.30

Long 149.00

Danque Han Klein Cruising of Bandieman.

Wednesday May 10th 1848

Throughout this 24 hours strong breeze from the S.E. ship heading by the wind S.W. at 6 P.M. saw the land of our sea beam, and took in sail at 10 P.M. was ship heading of this day employed repairing mainsail. finished and bent it to end.

Lat. 40. 48

Thursday May 11th 1848

Throughout this 24 hours good weather wind from S.E. and S.E. ship heading S.W. and S.W. the land in sight at 4 P.M. dist. from the land 7 miles, was ship heading E.N.E. employed fitting and bending a new foresail. Before 11 A.M. an Hermaphrodite Brig in sight all day beating to windward.

Lat 41. 15

Friday May 12th 1848

Throughout this 24 hours fresh wind from the S.E. fore part steering to the N.E. middle 1 P.M. latter P.M. at 4 P.M. the land in sight. Barren island, and Flinders island, bearing S.W. by W. dist 30 miles, at 1 P.M. steering of N.E. by E, under double reefed topails and foresail, fore t. staysail, repaired fly jib and bent it. to end.

Lat 40. 44

Long 148. 40

Saturday May 13th 1848

Throughout this 24 hours fresh breeze from S.W. and steering E.N.E. saw a number of pinbacks. Es employed repairing the fore t. j. sail - took in sail at 6 P.M. steering N.W.

Lat 39. 50.

Long

Cruising
of Bandieman
Land & Sea

Barque Franklin Cruising of Vancouver Land

Sunday May 14th 1848

Throughout this 24 hours fresh winds from S.W. Pleasant Steering N.W. by W. and S.W. saw a ~~mountain~~ in back at 6 P.M. took in sail. Land in sight ahead and off our star bow. was ship heading S.W. by E. So ends

Lat 38.40
Long 149.55

Monday May 15th 1848

Commenced with strong winds from the N.W. set double reefed topsails and jib. at 10 A.M. squally with rain took in the fore topsail & foresail. jib. & low reefed the main. was ship heading S.W. by E. at 1 P.M. took in the waist boat. it now blowing a gale

Lat 38.08

Tuesday May 16 1848

Throughout this 24 hours a strong gale from the S.W. laying to under low reefed main topsail, and fore, & M. staysail. ship heading S.W. and S.W. by S. at 1 P.M. weather moderating turned one reef out of the main topsail and was ship heading West. so ends

Lat 38.42
Long 52.

Wednesday 17 1848

Fore and middle part good weather, wind from the N.W. fore part, middle and latter from S.W. ship heading N.W. and N.W. by S. employed taking care of the mizenmast and putting an iron peg on. likewise repairing fore & S. sail. at 6 P.M. took in sail. The weather growing bad. at 9 P.M. low reefed the main topsail, took in the foresail, and waist boat. a gale

Lat 38.42
Long 131.40

12
Barque Franklin Cruising of handjinn. Lane
Thursday May 18th 1848
Throughout this 24 hours strong gale
from S.E. W. laying to, heading W. by S.

Lat 38.43.
Long 151.20

Friday May 19th 1848
Throughout this 24 hours strong
gales from S.W. and S.E. W. laying to
under close reefed main top sail
J. & M. Staysail heading to the S.E. by S.
So ends

Lat 38.00
Long 151.20

Saturday May 20th 1848
Throughout this 24 hours strong gale from
S.E. W. and S.W. at 7 A.M. the fore sail
was up heading W. by S. at 1 P.M.
we were moderating a little S.W. double reefed
top sails. employed bending a new main
spencer. Sent the gaff down, and sent up
another. The one that lashed forward R. latter
to ship heading W. by S. and W. S.W.

Lat 38.12

Long 152.19

Sunday, May 21, 1848
Throughout this 24 hours strong gale from
wind from S.W. and S.E. W. heading
the wind W. by S. and W. S.W.
at 2 P.M. saw the land ahead and
to points of each bow at 4.16. P.M.
20 miles latter past wind from S.E. W.
light. This carrying all sail
Sent the fore t.g. sail

Lat 37.14
Long 150.4

Monday May 22nd 1848
Throughout this 24 hours light winds from
the Northward. the land in sight this morning
fore part standing in for the land. at 1.2 P.M.
within 6 miles, squared the yards running
along shore towards the S.E. Cape went in an
2 boats and pulled along shore to look for
whales. saw none. came on ^{board} steering S.W. by S.
the S.E. Cape bearing W. dist 18 miles
So ends, saw 2 finback

Lat 37.30
Long

Tuesday, May 23, 1848

Commenced with light winds from the Northward Steeping, G.M. and J.M. at 10 A.M. wind shifted to W. & S. steering by the wind heading S. at 4 P.M. it blowing strong but J. reefs in the topsails. Took in the mainsail at 7 P.M. Close reefed took in the jib & waist-boat. weather growing worse. fore part saw the land. saw 2 sails. this day employed repairing the main top. the Black Ship making some iron work, the rest employed overhauling the Pteray hatch.

Lat . . .

Wednesday May 24th 1848

Throughout this 24 hours strong breezes. was squally fore part from W. & S. to latter from N.W. at 10 A.M. ship heading S. by S. saw Flinders Island ahead stood within 6 miles and kept steering S. by S. at 4 P.M. passed Barren Island at 6 P.M. of Banks Straits saw Swan Island light dist 16 miles, also saw Bandieman, lashed, rowed ship and lay aback heading N. by E. under double reefed topsails. Bandieman bearing S. by W. Swan light bearing W. this day employed at

Sundries

Lat

Thursday May 25th 1848

Throughout this 24 hours light winds from the Westward. Calm at intervals of the Mouth of Banks Straits. Bandieman land in sight throughout at 6 P.M. Swan Island light in sight bearing N. dist 15 miles. beating up trying to get through into Bass Straits. this day employed repairing Spunkies at 6 P.M. got up the Pter Chain and bent it to Course W.

Lat

Friday May 26th 1848

Throughout this 24 hours fine weather standing of an on, Swan Island. Capt Cooper, and Mr. Miller, ashore with one boat crew. at 4 P.M. came on board. brought with them 1 sheep, 3 pigs, and a quantity of turnips &c. fore part repaired the Spunkies. bent it. saw 2 sail one a bark steering to the W. N. N. at 5 P.M. kept steering W. so ends, one of the Boatsteers Henry Perry sick has been sick a number of days disease a slow fever.

Lat. Swan Island
Long 140°

Course W.

Barre Franklin in Baps. Thaity

Saturday May 27th 1848

Commenced with strong winds from the S.E. and E. with rain. Steering N. at 9 AM it blowing a gale put 2 sails in the main topsail and 4 in the fore. steering at 10 AM. wind shifted to N.W. in a rain squall. weather began to moderate. set whole topsails steering by the wind to the N.E. W. latter part weather growing bad again with some rain at 7 PM. now ship heading E. S. E. wind N. sail in sight astern,

Lat at noon 39.5
Long

Sunday May 28th 1848

Commenced with strong gales from S. ship heading N.W. at 8 AM. weather moderating made all sail, wind shifted N.W. at 11 AM. now ship heading S. S. W. 1 ship in sight to windward standing by the wind S.E. W. set american ensign. she is a whaler latter part blow up again, wind N.W. at 8 PM. now ship heading S.E. E. saw 1 ship bark

Lat 39.30
Long 145.47

Monday May 29th 1848

Throughout this 24 hours strong gales from the N.W. and N. N. W. ship heading S.W. by S. and S. S. W. fore part under double reefed topsails and 2 in the spanker at 7 AM saw the land Hunters Island 2 points abaft our Lar beam. Dist 15 miles. and King island 4 points of our starboard. below Pyramid island 2 points of our Lar bow. at 11 AM. passed Pyramid island weather growing worse close reefed the fore topsails. took in jib. at 4 PM. close reefed the main topsail. and reefed the foresail at 7 PM. weather moderating set double reefed topsails. and quarter watches. so ends

Lat
Long

Barque Franklin M. Cooper - Master bound for Kangaroo
Tuesday May 30th 1848

Course for port
W. by S.
Middle W.
Latter W. by N.

Throughout this 24 hours a strong gale
from the S.E. steering N. by E. S.W. and
N. by W. Squally with rain at intervals
with heavy sea. This night carrying sail

Lat 40. 39
Long 142. 10
"

Course for W. by N
Latter W. by N.

Wednesday May 31st 1848
Throughout this 24 hours strong winds
from S.E. with bad sea. Squally at intervals
for part. Moderate in the latter. Steering
W. by N. and N. by W.

Thursday June 1st 1848
Throughout this 24 hours fine weather
wind from S.E. and S.W. steering
to the N. by W. employed setting up
Lobstays, bowsprit strouds. Main & mast
and top g. backstays. Dr

Lat
Long

Friday June 2nd 1848
Throughout this 24 hours fine weather
wind from S.E. for part steering
to the N. by W. saw Kangaroo
island ahead. bearing S. by E. latter part
steering of the and. employed working
on bowsprit saw a school of Blackfish
covered with k.b. 1 ship in sight.
took in sail -

Lat 37. 30 -

Saturday June 3rd 1848
Throughout this day fine weather for
part going from the S.E. to the north from
N. ship heading W. by N. employed on rigging
Spoke the Alexander (Coffin) Capt. Chapman
650. Sperm. 1200 whale 44. In sight. had
seen Sperm whales 2 days before.

Lat.

Account of Stores used on Board Ship Franklin
Commencing July 21 1847

1 Cask Medium Bread
 1 tier Molasses
 1 do Corn
 1 Keg Lamp oil
 1 do Butter
 1 Barrel Sugar
 x 1 Flour
 3 New Lines Manila
 2 others that were coiled we put in the small tubs
 1 Cask Rice
 2 do beans
 1 do vinegar
 Aug 14 1 Cask bread baked over
 1 Cask pilot do 1 a rel of flour
 Sept 20 1 x Cask Flour a forty
 1 x Cask Medium Bread butter over
 Oct 13 1 x Cask Molasses 1/2 full a 90
 Nov 2 1 x Cask flour a forty
 1 x Cask Molasses a 90
 17 1 x Cask Medium bread not full
 Dec 11 1 x opened Cask Codfish took out a barrel
 25 1 x Cask flour a forty & 1 kg butter
 Jan 1848 1 x Cask Indian Meat a forty
 8 1 x Cask Java Bread
 Feb 1 1 x do do
 3 1 x Cask Navy Bread Butter
 1 x opened a 90 of dried apples took out a barrel
 1 x opened a barrel of Mackerel took out 52
 10 1 x Cask Corn a fifty and 1 kg butter
 19 1 x Cask rice a forty
 26 1 x Cask Molasses a 90
 March 1848 1 x Cask Flour a fifty
 6 1 x Barrel Sugar
 13 1 x New Manila line P.D.
 Apr 3 1 x Cask Medium bread
 25 1 x Cask Flour a forty
 June 3 1 x Cask Medium Bread
 13 1 x Cask flour a forty
 22 1 x Cask Pilot Bread
 July 19 1 x New Manila line
 26 1 x barrel of Sugar
 1 x Cask Bread
 1 x forty flour
 Aug 10 1 x kg butter
 19 1 x Cask medium bread
 Sept 9 1 x forty flour
 Oct 12 1 x Cask bread medium
 16 1 x 90 Molasses
 Oct 22 1 x forty St Paul fish
 do 1 x barrel do
 31 1 x forty of Flour

Course S.E.

Sunday June 4th 1848

Boat part strong winds from the Northward
steering S.E. rather from the Westward
squally with some rain raged in company
with the Alexander Coffin. under eas
Sail throughout

Lat 37.00
Long 135.53

Monday June 5th 1848

Throughout this 24 hours fine weather
winds light from the Northward
steering S.E. Alexander Coffin in sight
at 5 P.M. garning with her. this day
employed working on rigging, some new
lugs up to the lar for the topmast back
stay by Henry Terry still very sick

Lat 37.58
Long 137.21

Tuesday June 6th 1848

Throughout this 24 hours fresh winds
from the N.E. steering S.E. by E. employed
bailing our blackish. P.M. the Alexander
Coffin in sight throughout at 5 P.M.
took in sail. steering E. S.E. - so ends

Lat 38.11
Long 138.28

Wednesday June 7th 1848

Throughout this 24 hours strong gales
from the N.E. P.M. under middle
parts standing to the E. N.E. and S.E. at
at 11 P.M. saw the gunnel New Holland
at 4 P.M. wore ship heading N.W. by W
saw the Alexander Coffin through 4 mts
employed mending the fore topsail at
4 P.M. finished and went it at 8 P.M. blowing
hard in squalls with lightning close & safe
the main topsail took in the foresail
wind from W. ship heading N.W. by W. the
wind gradually veering to the N.W.

Lat 38.34
Long 140.13

12
Thursday June 8th 1848
Throughout this 24 hours strong gale
from the S.W. of Cape Bridgewater. The
land in sight. The Alexander Coffin in
sight. Employed repairing our main
topsail. Tying the under easy sail we the
squad with rain.

at

Friday June 9th 1848
Throughout this 24 hours strong gale
from the S.W. at daylight of Cape
Bridgewater dist. 16 miles. The
Alexander Coffin of our lee bow at
7 A.M. kept off for Portland bay, and
at 3 P.M. came to an anchor in
6 fathoms in Portland bay. got off some
beef. and 3 sheep. & the Alexan.
Coffin standing of an on. By

49rs.

Saturday June 10th 1848

This day the Doctor came
to see Henry Terry he
thinks that ice is getting
wetter -

Throughout this 24 hours fine weather
wind from the Southward. at 3 P.M.
took our Anchor and stood out for sea
under all sail none ship in sight
standing of the bay supposed her to be
the Alexander Coffin

Sunday June 11th 1848

Throughout this 24 hours fine weather
wind from S.W. and S.W.E. Standing
of an on Cape Bridgewater. and Cape
Melson at 1 P.M. took in sail ready
of shore. dist. from the land 15 miles.
For part saw a sail to windward
standing in shore. fore part employed
repairing the jib. finished and bent it
again.

Barque Franklin M. Cooper Master Cruising off Cape Bridgewater

Monday June 12th 1848

Throughout this 24 hours fine weather
wind from the Eastward. Standing
in shore. at 3 P.M. lashed ship
standing off. the land dist-4 miles
soundings found bottom in 7 fathoms
this day employed lashing 4 inches
working on rigging Henry Terry
is some better. Lat 38.16 took in
the light sails. heading S.E. wind
from N.E. we are between Cape Bridgewater
and Cape Northumberland - Lat 38.15
Long 141.00

Tuesday June 13th 1848

Light winds from N.E. and
S.E. Steering of an on the land. the latter
part calm. employed working on rigging
Saw a steamer bound to the Eastward
at 6 P.M. took in mainsail. & topgallant &
light air from N.E. Lat 38.30
Long 140.52

Wednesday June 14th 1848

Throughout this 24 hours fresh breeze
from the Northward steering by the wind
to the Westward. Saw a school of
Blackfish. likewise saw a Brig steering
to the Eastward the land in sight
at 6 P.M. took in sail heading N.W. by N.
ends with the appearance of
bad weather Lat 38.40
Long 140.36

Thursday June 15th 1848

Fore and Middled part a severe gale fore
part from the N. the latter from N. fore
part ship heading N. and N. by E. the latter
S.E. moderating. Close reefed topsails
& foresail -

Lat 38.14
Long 139.32

Bark Franklin Account of Stores Brought in the year 1841 & 11 July

July 16 one Barrel of Beef	1			1 B
July 13 one Tun of Malapies	1			1
July 12 one Keg of Sugar	1			1
July 12 one of Flour	1			1
July 12 one Hogs of Old Pot Bread	1			1
July 16 one Barrel of Oil	1			1
July 26 one Barrel of Beef one of Pot 11				1 1 B
Doortines 3 Moniller one of hemp				4
Beans one Tun				1
Rice one Barrel				1
Beans one Barrel				1
Cod fish one Hog set				1
Aug 5 Beef Pot				1 B
Aug 6 Old Bread				1 B
Aug 23 Beef				1 B
Aug 27 Flour				1
Aug 27 Beef Pot				1
Aug 27 Bread	11	13	3 3 4	1 2 B
Aug 27 Malapies			5 2	1
Aug 27 Beef Pot			3	1
Aug 27 Flour				1 2 B
Aug 27 Beef Pot			30 5	1
Oct 3 Butter				1 2 B
Oct 3 Beef Pot				1
Oct 3 Pot				1 2 B
Oct 17 Beef Pot				1
Oct 21 Malapies Tun	3			1
Oct 21 Flour Tun 100 and full of Worms				1
Oct 28 Corn Tun 100				1
Oct 29 Beef Pot	11			1 2 B
Nov 4 Bread	1			1
Nov 23 Beef Pot	3			1 2 3 B
Nov 24 Beef Pot	11			1 2 B
Nov 1 one Moniller Tun				1
Dec 5 Bread	1			1
Dec 5 Beef Pot	11			1 11 B
Dec 16 Beef Pot	11			1 11 B
Dec 27 Beef Pot	11			1 11 B
Dec 22 Flour Tun 100				1
Jan 4 Malapies Tun 100				1 100
Jan 7 Beef Pot	11			1 11 B
Jan 13 Pot Bread				1
Jan 17 Beef Pot	11			1 11 B
Jan 28 Beef Pot	11			1
Jan 30 Beef Pot	11			1 1 1 B
Jan 31 Beef Pot	11			1 11 B
Jan 31 Beef Pot	11			1 11 B

Date	Item	Quantity	Price	Total
March 14	Beef Pork	1	1.00	1.00
March 16	Medicine	1	1.00	1.00
March 26	Beef Pork	1	1.00	1.00
April 3	Beef Pork	1	1.00	1.00
April 9	Cattle one cow line in oak Murriner	2	1.00	2.00
April 14	Beef Pork	1	1.00	1.00
April 16	Medicine Bread	1	1.00	1.00
April 25	Beef Pork	1	1.00	1.00
May 1	Medicine	1	1.00	1.00
May 4	Beef Pork	1	1.00	1.00
May 14	Beef Pork	1	1.00	1.00
May 25	Beef Pork	1	1.00	1.00
May 17	Medicine Bread	1	1.00	1.00
June 15	Beef Pork	1	1.00	1.00
June 19	Medicine Bread	1	1.00	1.00
June 28	Beef Pork	1	1.00	1.00
June 30	Butter	1	1.00	1.00
July 3	Medicine	1	1.00	1.00
July 9	Beef Pork	1	1.00	1.00
July 20	Beef Pork	1	1.00	1.00
July 24	Bread	1	1.00	1.00
July 25	Beef Pork	1	1.00	1.00
July 26	Beef Pork	1	1.00	1.00
July 27	Medicine	1	1.00	1.00
July 28	Beef Pork	1	1.00	1.00
July 29	Beef Pork	1	1.00	1.00
July 30	Beef Pork	1	1.00	1.00
August 1	Beef Pork	1	1.00	1.00
August 2	Beef Pork	1	1.00	1.00
August 3	Beef Pork	1	1.00	1.00
August 4	Beef Pork	1	1.00	1.00
August 5	Beef Pork	1	1.00	1.00
August 6	Beef Pork	1	1.00	1.00
August 7	Beef Pork	1	1.00	1.00
August 8	Beef Pork	1	1.00	1.00
August 9	Beef Pork	1	1.00	1.00
August 10	Beef Pork	1	1.00	1.00
August 11	Beef Pork	1	1.00	1.00
August 12	Beef Pork	1	1.00	1.00
August 13	Beef Pork	1	1.00	1.00
August 14	Beef Pork	1	1.00	1.00
August 15	Beef Pork	1	1.00	1.00
August 16	Beef Pork	1	1.00	1.00
August 17	Beef Pork	1	1.00	1.00
August 18	Beef Pork	1	1.00	1.00
August 19	Beef Pork	1	1.00	1.00
August 20	Beef Pork	1	1.00	1.00
August 21	Beef Pork	1	1.00	1.00
August 22	Beef Pork	1	1.00	1.00
August 23	Beef Pork	1	1.00	1.00
August 24	Beef Pork	1	1.00	1.00
August 25	Beef Pork	1	1.00	1.00
August 26	Beef Pork	1	1.00	1.00
August 27	Beef Pork	1	1.00	1.00
August 28	Beef Pork	1	1.00	1.00
August 29	Beef Pork	1	1.00	1.00
August 30	Beef Pork	1	1.00	1.00
September 1	Beef Pork	1	1.00	1.00
September 2	Beef Pork	1	1.00	1.00
September 3	Beef Pork	1	1.00	1.00
September 4	Beef Pork	1	1.00	1.00
September 5	Beef Pork	1	1.00	1.00
September 6	Beef Pork	1	1.00	1.00
September 7	Beef Pork	1	1.00	1.00
September 8	Beef Pork	1	1.00	1.00
September 9	Beef Pork	1	1.00	1.00
September 10	Beef Pork	1	1.00	1.00
September 11	Beef Pork	1	1.00	1.00
September 12	Beef Pork	1	1.00	1.00
September 13	Beef Pork	1	1.00	1.00
September 14	Beef Pork	1	1.00	1.00
September 15	Beef Pork	1	1.00	1.00
September 16	Beef Pork	1	1.00	1.00
September 17	Beef Pork	1	1.00	1.00
September 18	Beef Pork	1	1.00	1.00
September 19	Beef Pork	1	1.00	1.00
September 20	Beef Pork	1	1.00	

23 Beef Pork 2
 March 5 Beef Pork 200
 March 6 Bread, Meat 1 26
 March 1 Molasses 1 10
 March 1 Flour 1 11
 March 17 Beef Pork 2 00
 March 17 Beef Pork 2 00
 April 2 Beef Pork 2 00
 April 7 Beef Pork 2 00
 April 20 Beef Pork 2 00
 May 3 Beef Pork 2
 May 10 Bread 1 24
 May 11 Beef Pork 2
 May 12 Molasses 1 11
 May 24 Beef Pork 2
 May 24 Murriller Corn Fine 1 10
 May 24 Murriller Corn Fine 1 10
 June 2 Beef Pork 2
 June 6 Bread, Meat 1 22
 June 11 Beef Pork 2
 June 18 Beef Pork 2
 June 26 Bread, Meat 1 23
 June 26 Beef Pork 2
 July 3 Beef Pork 2
 July 7 Flour Fine 1 15
 July 12 Beef Pork 2
 July 21 Beef Pork 2
 July 25 Bread, Meat 1 24
 July 31 Beef Pork 2
 Aug 4 Beef Pork 2
 Aug 11 Bread, Meat 1 26
 Aug 17 Beef Pork 2
 Aug 27 Beef Pork 2
 Aug 27 Bread, Meat 1 26
 Sep 6 Beef Pork 2
 Sep 13 Beef Pork 2
 Sep 13 Murriller 1 27
 Sep 26 Beef Pork 1
 Oct 6 Beef Pork 2
 Oct 13 Beef Pork 2
 Oct 23 Beef Pork 2
 Nov 3 Beef Pork 2
 Nov 3 Beef Pork 2
 Nov 10 Beef Pork 2
 Dec 10 Beef Pork 3 02
 Dec 10 Beef Pork 3

Barge Master
of the South Side of
the River Holland

Friday June 16th 1848.

Throughout this day some strong gales from
past from the N. E. W. ship heading S. W.
later part wind from N. E. W. heading S. W.
and with the weather moderating.

Lat 38. 34
Long 129. 32

Saturday June 17th 1848

Throughout this 24 hours strong winds
and gusted from past wind from N. E. W.
Ship heading S. W. later part wind from
N. E. W. ship heading S. W. and N. E. W. employed
working on rigging. One Rug. a seaman sick
with a fever has been unable to do duty a number
of days. Henry is getting better. S. W.

Lat 38. 36
Long 138. 40

Sunday June 18th 1848

Throughout this 24 hours strong gales
with bad sea from past wind from N. E. W.
Ship heading S. W. the latter wind from
N. E. W. ship heading N. E. W. at 4 P. M. crew
reared the topsails. the gale increasing sea

Lat 38. 36
Long 138. 12

Monday June 19th 1848

Commenced with strong winds from N. E. W.
set double reefed topsails ship heading S. W.
and S. W. by S. at 1 P. M. weather growing bad took
in fore topsail & crew reefed the main. at 4 P. M.
took in the fore sail at 6 P. M. heavily with hail
and plenty of lightning. at 9 P. M. the floor is
down. the wind having backed to N. E. called
all hands. and took in the main topsail.
begin to unde main spence and fore. in. Haggie
heading S. E. W. employed for past making shifts
in the stowage for the ship.

Lat 39. 00

Wednesday June 20th 1848..

Commence with weather moderating wind from N.W. ship heading S. at 8 A.M. were ship heading to the Northward, set double reefed topsails, at 1 P.M. it blowing hard, squally with rain. at interals, took in sail and lay to under close reefed Main topsail. Spencer & Staggid. it blowing a gale, so ends. took Ruiz out of the forecabin and put him in the Steerage. as he complained of too much noise in the fore cabin, he has got the same complaint of Henry, a slow fever.

Lat 39.40..

Thursday June 21. 1848 -

Throughout this 24 hours strong winds variable from S.W. to N.W. Steering N.W. employed working on rigging. Dr. Saw 2 Sail one a ship steering S.W. the other a Hermaphrodite Br. steering N.W. by N. ends with weather moderating at 5 P.M. single reefed the topsails - took in the Mainsail -

Lat 38.48
Long 138.00

Thursday June 22 1848

Throughout this 24 hours strong breeze from S.W. heading N.W. the latter from S. steering N.W. by N. under single reefed topsails. at 8 P.M. put 2 reefs in the topsails and hauled the jibs & Spankers. Dr. steering N.W. by N. another man down with the fever. John Cuffer which makes 3 now of duty with it. it appears to be catching.

Lat 37.30
Long 138.03

Friday June 23. 1848

Throughout this 24 hours fine weather wind variable from N. to N.E. Course N.W. employed breaking out water in Steerage hold at 5 P.M. took in sail. were ship heading S.E. by S. under easy sail - so ends

Lat 36.50
Long 138.52

Coiled a new manilla ..
+ tow line this day
Course N.W. by N.

Course N.W.

Saturday June 24th 1848

Throughout this 24 hours strong winds from N. and N.W. steering by the wind to the N.W. latter part saw the N.W. end of Kangaroo Island at 3 P.M. lashed ship heading E.N.E. at 5 P.M. took in light sails. 4 M. inside were still head N.W. for last saw a sail standing to the Eastward

Sunday June 25th 1848

Throughout this 24 hours strong winds rugged wind from the Northward. steering by the wind E.N.E. at 2 P.M. Kangaroo in sight ahead and 2 points of our head bow the N.W. Cape at 4 P.M. wind hauled to N.W. squally with rain soon took in mainsail and put 2 m. in the topsails. Ship heading N.W. by N. at 6 P.M. wind hauled round to N. N.W. ship heading by N. Kangaroo. Dist 30 miles. N.W. point bearing E. by S. - Saw 3. finbacks

Lat 36.00

Monday June 26th 1848

Throughout this 24 hours fine weather wind fore part from N. and N.W. steering by the wind heading N.W. and N. latter part wind from N.W. heading N.W. Kangaroo in sight all day at 1 P.M. saw the Neptun islands ahead and on both bows at 2 P.M. being within 10 miles lashed ship heading to the N.W. at 4 lashed and stood back at 5 P.M. lashed again being within 8 miles heading N.W. - so ends

35.40
136 26

Tuesday June 27th 1848

Throughout this 24 hours fresh wind from N. and N.W. fore part Kangaroo in sight. Steading in the wind tack and tack trying to get to Memory Cove. to wood. Cape Catastrophe. William island in sight at 6 P.M. Neptun island (Dist 4 miles to windward bearing N.W. Ship heading N.W. by N.

Lat 35.23

Wednesday June 28th 1848

Throughout this 24 hours fine weather
wind variable from N.W. to S.W.
Beating to the best advantage for Memory
Cove. at 6 P.M. Williams island 12th
6 miles bearing N. ship heading N.W. by
under 3 fathoms 2 fathoms at 9 P.M. wind shifting
to S.W. blowing hard with rain put 2 reefs
in the topsails. took in jib. Ship heading
from S.W. to N.E. M.

at

Thursday June 29th 1848

Throughout this 24 hours light winds from
the Northward beating up to the best advantage
at 6 P.M. came to Anchor in 20 fathoms
inside of Williams island

Friday June 30th 1848

Throughout this 24 hours light winds from
the Northward. at daylight took up our
anchor got under way and at 11 A.M.
came to an Anchor in 8 fathoms in
Memory Cove. the latter part employed
repairing the Mainmast, unbent the Main
topmast. & Main top sail went on shore
found the wood very small, went on shore
on Smiths island. got a dose geese and
one sea lion, so ends }

Saturday July 1. 1848

This day commences with fine weather sent
some of the men ashore cutting wood brought off
one boat load. at 9 A.M. commenced blowing
fresh S.W. at 11 blowing pretty hard parted our
chain. to our Star Anchor which we were lying
by. let go the Star Anchor commenced searching
for the Star anchor could not find it. sent the Hedges
on the Star chain and gave her that, bent the top
on the fluke chain and gave her that. likewise
sent the Anchor with a small chain. sent down the
topmast. Mast. hoisted the J. L. G. Mast. & a
small boat from Williams came in and
came to an Anchor close to us. so ends.

30
Sunday July 2^d 1848

Throughout the 24 hours strong winds & squally
with rain at intervals. few part wind from
the Northward. the latter from the W. S. W.
the latter part a number went ashore on
liberty --

Monday July 3^d 1848

This day employed sweeping for our mouse
Caught him 3 times but lost it again so
much. heavy gale from S.W. but we don't feel
it much in here. rain at intervals --

Tuesday July 4th 1848

Commenced with rain in afternoon here but
clear outside. found our Anchor at 10. A.M. Blacks on the
employed making trap for the main t.s. yard
sent the yard down on deck. the latter part
a number employed cutting wood ashore. this
morning the Adelaide Stoop left. Dr. Bug is
still sick abed.

Wednesday July 5th 1848

Throughout this 24 hours fine weather
wind from S.W. employed fitting another
f.t.g. mast. the other not very good. Blacksmith
fitting a trap for m.t.s. yard. 2 mate and
8 men ashore cutting wood other working
on f.t.g. rigging & latter part 2 or 3 light
showers of rain, so ends.

Thursday July 6th 1848

Throughout this day fine weather employed
Blacksmithing working on rigging. fitting fore
t.g. mast, wooding & latter part took one
boat and went after some geese --

Friday July 7th 1848

Throughout this day fine weather employed
on rigging. fore t.g. yard, wooding, blacksmithing
and gunnery. at 8 A.M. it began to
appear of blowing fresh let go the harbour
Anchor.

Barth Franklin Capt Cooper Bay in Memory Cove
Saturday July 8th 1848

Throughout this 24 hours fine weather
wind from S.E. employed working on rigging,
Blacksmithing, wooding &c

Sunday July 9th 1848
Throughout this 24 hours fine weather
2 boats crew ashore on liberty &c

Monday July 10th 1848
Throughout this 24 hours fine weather
employed wooding, Blacksmithing
working on rigging, dressing down shawl
main topmast. to send up the other not
being good &c

Tuesday July 11th 1848
Throughout this day fine weather employed
wooding, Blacksmithing, sending ^{down} main
topmast, overhauling rigging &c at 4 P.M.
a boat came alongside from Thistle island
with 2 men. staid aboard all night

Wednesday July 12th 1848.
Throughout this 24 hours fine weather
employed Blacksmithing, repairing and
tarring the rigging. Sent aloft for t.g. mast
and yard. set the rigging up. Saw 2 hump back
whale chased without success. So ended

Thursday July 13th 1848
Throughout this day fine weather employed
setting up rigging, repairing rigging, tarring.
Blacksmithing &c, Carpenter fitting main topmast

Friday July 14th 1848
Throughout this 24 hours fine weather
employed working on rigging, Blacksmithing.
Latter part sent up the main topmast
but it was too large. sent it down again
wind from the northward. R. Holam Bug
is still quite sick. &c

Barth Franklin in Memory Cove
Shannon Hall New H. Har.

Bar 18 Van & Vi. in Mercury Cove

Saturday July 15 1848

Throughout this day fine weather employed
Blacksmithing, tarring, and setting the rigging R
latter part sent up the Main topmast put
the shrouds over the mast head so ends

Sunday July 16 1848

Throughout this day strong winds from N.E.
went ashore on this the island with 2 boats on
liberty ~

Monday July 17 1848

Throughout this day blustery weather. sent up
the Main topmast yard. Blacksmithing working
on rigging, burning lime ashore, R ~

Tuesday July 18 1848

Throughout this day good weather fore part
wind to the Northward. latter P.M. sent up Main
topmast. mast working on rigging. Blacksmithing
burning lime R ~

Wednesday July 19 1848

Throughout this day good weather, wind from
S.E. in the morning hove short to see if the
Anchors were clear, working on rigging, burning
lime, blacksmithing R at 7 P.M. gave the
ship more chain it having the appearance of
bad weather, wind hauling more to the
Southward

2 Sails
1 Top
1 Sloop

Thursday July 20th 1848

Throughout good weather employed Blacksmith
repairing Main topmast, setting up Main rigging
R ~

Friday July 21 1848

Throughout good weather, went out with 2 boats
round Williams island to look for whale
Cruised all day saw none. the rest of the crew
employed repairing Main topmast R, Blacksmithing

Saturday July 22 1848

this day fine weather, got of 4 cord of wood
Blacksmithing, carpentering, breaking out water
stowing wood R ~

Sunday July 23rd 1848

Throughout this day fine weather
2 boats of looking out for whale
saw none

Monday July 24th 1848

Throughout this day fresh winds squally at
intervals got of 2 cord of wood. Blacksmith
repairing Main topsail &c

Tuesday July 25th 1848

This day squally at intervals got of 4 cord
of wood repaired the maintop sail.
Blacksmithing

1. ~~each~~ head
1. ~~to~~ ~~from~~ -

Wednesday July 26th 1848

This day, got of 5 cord of wood. sent down
the fore topsail, and put up at the main.
sent the main up forward &c

Thursday July 27th 1848

This day repaired the main t.g. sail bent it
employed getting ready for sea. Showers at
intervals. cut some iron poles &c, latter
part wind from S.E. so ends

Friday July 28th 1848

This day wind from E, S.E. & S.E. Cant
get out. Commenced heaving up our
starboard Anchor when they both came
up together foul. employed all day
clearing them. in the mean time laying
to the Wedge at 7 P.M. cleared them
and let go the lar anchor. ship all
ready for sea. waiting for favourable
wind. went over to Thistle island and
got a load of broom stuff at 6 P.M.
received a visit from the 2 men who
reside on Thistle island. they will stop
all night &c

Bar. & Manteau

Saturday July 29th 1848

Throughout this day wind from N.E.
Can't get out, employed repairing. Sailed
and spending it. Printing round the head
1 boat from shore getting salt. got 15 bly

Sunday July 30th 1848

This day wind ahead. N.E. Can't get out
went on shore on Williams island and
got 50 wild geese

Monday July 31st 1848

This day wind ahead from N.E. employed
repairing the wharf. repaired J.L.J. rail and
bought 1/2 ton pork. Let go the
Star anchor. latter part towed it up again
at 7. The wind shifted round to N.W.
blowing hard in squares with rain and hail
ship riding to Lar anchor & Wedg. and with
the appearance of bad weather

Tuesday August 1st 1848

This day a heavy gale from N.W. with rain
and hail at intervals. let go the Star anchor
employed burning coal ashore took up the
anchor, and let drift out a little down the
bay. let go the anchor again

Wednesday August 2nd 1848

Throughout this day bad weather employed
burning coal on shore

Thursday August 3rd 1848

Throughout this day fine weather wind from
N.W. employed burning coal, repairing
the cabin, making it smaller & redrawing it
one part took up the Starboard anchor
it having 2 turns in the chain, hung
it to cat head,

Friday August 2^d 1848

Throughout this day strong breeze from S.W. and S.E. employed burning coal astern and repairing the cabin. took up the Captain's line. the schooner Capt Cook. Capt Ho. put in here and came to anchor from Port Lincoln bound to Adelaide.

Saturday August 3^d 1848

Throughout this good weather wind from S.W. and S.E. employed getting of coal repairing cabin & fore part saw 2 humpbacks chased without success ends with the wind from S.E. & E.

Sunday August 4th 1848

Throughout this day fresh winds from the Eastward at 8 A.M. took our anchor and went to sea. steering S by E. the Schooner, Capt Cook. also went to sea bound to Adelaide, the latter part employed stowing anchor & at 7 P.M. took in the courses and T.G. Sails and stowed quarters, watches, &c ends — Neptune island bearing East dist 6 miles

Monday August 5th 1848

Throughout this day fresh breeze from the N.E. steering fore part S by E. Mangaroo island in sight at 11 A.M. dist 20 miles bearing N.E. put the ship of steering S.W. saw a whale carcass at 4 P.M. hauled her by the wind. steering E.S.E. at 6 P.M. took in sail & lay to heading E.S.E. the saw one finback employed marking star chain repairing Cabin & Sundries

Lat 36° 11'

Tuesday August 6th 1848

Throughout this day strong wind from N.E. fore part latter P.M. rugged, cruising. Saw 2 Sails. and 1 finback employed marking and cleaning Carboard Chain, repairing Cabin &c at 5 P.M. took in sail heading N.W. saw Kangaroo island

Lat 36° 24'
Long 136° 20'

Day Hunter, Cruising of Navigator Island
Wednesday August 9th 1848

Throughout this day strong gales from N.W. the latter from N. and N.E. ship
heaving in the N.E. and E by N. saw 2 sails
barks. Supposed them English whalers the latter
part plenty of rain with lightning took in the
fore sail. The night the main topsail &c
and with weather growing better -

Thursday August 10th 1848

Throughout this 24 hours a heavy gale from
the N.W. the latter from N. and N.E. latter part
took in the main boat. ends with weather
Moderating

X Reg better

Lat 34. 01
Long 137. 00

Friday August 11th 1848

Began with weather moderating set double
reefed topsails foresail & 1st. wind from N.W. the
middle part wind veered round to N.W. made
more sail heading N.W. & ends with fine weather
broke out 2 casks water. main hatch. &c

Lat 37. 23
Long 136. 24

Saturday August 12th 1848

Throughout this day strong winds from the
Northward. Cruising. Spoke the Paquete
Com. of Hobart town. 6 weeks out with me this
had seen sperm whales 3 times off of I. M. Cape
bandiermans close in shore. &c. at 1 P.M. took
in sail.

Lat 31. 57
Long 135. 50

Sunday August 13th 1848

Throughout this day strong winds from N.W. &
suggested. Cruising. Saw one finback. latter part
saw the Com. at 1 P.M. took in sail.
So ends

Lat 36. 48
Long 135. 30

Danque Franklin Capt Cooper Cruising of Kangaroo Island
Monday August 14th 1848

Fore and Middle part a strong gale from
N.W. with heavy sea at 9 A.M. Shook the
whaler in the Bay of Hobart town. She was
lashed to the mast and saw from whales 11 times
in 6 weeks. Saw 3 Minors lying to, one of them
a brig. at 2 P.M. wind shifted to W. weather
growing better. set whole topsails and Jib. four air
ship heading S.E. at 7 P.M. took in sail and
were ship heading N.

Lat 37.15
Long 136.50

Tuesday August 15th 1848

Throughout this day strong gales from
S.W. ship heading N.W. and N.E. under
double reefed topsails. Saw 1 ship. and
one Brig. at 6 P.M. wind S.E. W. squally
close reefed the fore topsail. rain at intervals
throughout

Lat 36.58
Long 135.50

Wednesday August 16th 1848

Throughout the 24 hours strong gale from
S.W. at 6 A.M. saw Kangaroo Island ship
heading N.W. by N. and N.E. at 5 P.M. Cape
of the island bearing N.W. by W. made sail to
fetch by. but could not shift the mainsail
unbent it. and bent a new one. were ship
heading to the S.W. at 10 A.M. saw the Recherche
reefs to point of our lee bow. at 12. past them
heading S.E. Saw one sail. at 5 P.M. took
in sail. had a number of heavy hail squalls

Lat 36.33
Long 137.24

Thursday August 17th 1848

Throughout this day strong winds from S.W.
S.E. steering to the N.W. by N. Rain



Friday August 18th 1848

Throughout this day fine weather light winds from the Eastward. Saw a school of sperm whales got one cut his body in and let his head lay till morning. Saw a brig take 2 one bark in sight but she got none.

Lat 36.45
Long 136.45

Saturday August 19th 1848

Throughout this day fine weather wind from the eastward. cut in the head. commenced boiling fore part. Saw Mangrove island. Shaving. The S. 1. sail in sight. spoke one the Wallaby of Hobartown Capt Smith. one month out with nothing at 1 P.M. took in sail heading S.E.

Lat 36.35
Long 136.00

Sunday August 20th 1848

Throughout this 24 hours strong gales from the N.E. at 6 A.M. got down the 1st. topsails & jib ship heading E. at 8. some S.E. heading S.W. employed boiling. the Wallaby in sight at 1 P.M. the gale increasing further the 2. topsail & jib at 5 P.M. close reefed the M. topsail. so ends,

Lat 36.30
Long 135.45

Monday August 21 1848

Throughout this 24 hours ragged fore part wind from N.E. Middle & latter from S.W. squally with rain fore part under double reefed topsails. the latter under 2 low reefs. Main topsail & foresail. at 3 P.M. finished boiling. saw 2 finbacks. 1 ship & Brig & bark

Lat 36.43
Long 135.57

Darwin Franklin Capt Cooper. Cruising off Kangaroo Island

Tuesday August 22 1848

Throughout this 24 hours strong gales from
N. E. W. and S. W. by. In fore part heading S. by E
at 4. We now ship heading S. W. by S. under
clove reefed topsails. & S. L. M. staysail. & Main
Spencer took in waist-boat at 5. P. M. gale
increasing. with plenty of lightning. Saw
3 Sail. Per

Lat 37.10

Long 134.00

Wednesday August 23 1848

Throughout this 24 hours a heavy gale from
S. W. and S. E. W. ship heading to S. E. and
S. E. by S. under clove reefed main topsail
staysail & Main sail for part saw one sail
latter part moderating

Lat 37.11

Long 134.00

Thursday August 24th 1848

Throughout this 24 hours light winds from
S. E. W. steering to the westward. employed
repairing an old mainsail. Per latter part
saw 2 Sails ~

Lat 37.13

Long 134.00

Friday August 25th 1848

Throughout this 24 hours light air from
the Northward. steering to the N. E. and
N. E. employed repairing mainsail
finished. it. unhooked the new one, and
hooked the old at 4. P. M. saw a school
of sperm whales. lowered but it was dark
before we could come up with them.
came on board. took in sail ~
2 sail in sight

Lat. 36.57

Long 134.10

Barque Franklin Capt Cooper Cruising of Kangaroo.

Saturday August 26 1848

Throughout this day light winds variable
from part from N.W. the latter from S.W.
Cruising at 3 P.M. ship heading N.W. saw
the Recherche reef of the South Side Kangaroo
dist 5 miles. Tacked ship heading S.E. &
saw 2 sails, a ship, and brig, also a finback
employed breaking out water, steeage hold
coopering our sperm oil, at 5 P.M. took in
sail. Double reefed topsails further course

Lat 36.37
Long 137.21

Sunday August 27th 1848

Throughout this 24 hours light winds
baffling. Cruising at 1 P.M. saw a school
of sperm whales going very fast to the North
lowered 2 boats and tried to cut them off
but it was no use. gave them up came on
board. 3 sail in sight at 6 P.M. took
in sail heading S.E. by S. wind light from
E.N.E.

Lat 36.45
Long 136.55

Monday August 28 1848

Throughout this 24 hours light winds & pleasant
Cruising. 6 sail in sight. saw Kangaroo
island. & 2 finbacks, employed at sundries

Lat 36.42
Long 136.26

Tuesday August 29th 1848

Throughout this 24 hours light winds
(calms. wind from the Northward) Cruising
saw 7 sail, one of them sailing, and
one finback. 5 employed setting topg.
rigging, backstay, & 1000. Seaman
who got out, is able to walk about, after
an illness of 3 mo

Lat 36.15
Long 136.30



2. 1st
1. 2nd

Sancti Spiritus (Capt. Cooper) Cruising of Rangaroo
Wednesday August 30th 1848

This day strong winds mixed weather
Saw 10 Sails. Cruising. employed stowing
down our Sperm Oil Main hatch. Butcher room
latter part spoke the Alexander Coffin
with nothing this season. Had 1000 lb
6 Sperm Whales but got none so much

Lat 37.20
Long 136.00

Thursday August 31st 1848
Throughout this 24 hours strong gale from
part from N.E. with plenty of rain. The
latter part wind veered round to N.W.
blowing heavy. ship heading S.W. at 4 P.M.
the gale increasing took in fore sail and
1st boat at 6 P.M. wind from W. ship
heading S.E. 1/2 S. the A. Coffin in sight
and latitude of Hob. Town. Latency

Lat 37.25
Long 135.50

Friday September 1st 1848
Throughout this 24 hours a heavy gale
from N.W. by going to heading S. and
S. by E. under store reefed main topsail
Spencer. and J. topmast staysail. saw nothing

Lat 37.42
Long 136.48

Saturday September 2nd 1848
Throughout this 24 hours a heavy
gale with bad sea. fore part going to
at 1 P.M. made sail steering S.E. by E.
bound for East Side New Holland
latter part rain squalls with lightning
wind from W. to N.W.

Lat 38.20
Long 138.43

Bound for East India Spec Holland

Sunday September 3 1848
Throughout this 24 hours a heavy gale from the Westward, with heavy sea for part steering E. by S. the latter, E. by N. at 5 P.M. took in sail, and lay to under close reefed main & sail and fore & m. staysails heading E. by N. with very bad weather some lightning & rain

Lat 39.10
Long 141.42

Monday September 4th 1848
Throughout this 24 hours strong gale from the Westward, at 5 A.M. made sail steering E. by S. and E. by E. at 10 A.M. saw the land near part Cape Otway, at 1 P.M. saw Kings Island on star beam dist 30 miles steering E. by E. at 8 P.M. steering E. by S. to end

Lat 39.10
Long 143.51

Tuesday 5th Sept 1848
Throughout this day strong gale from the Westward, the latter part steering E. by S. at 7 A.M. Curtis Island in sight & pointed our lar bow, hauled up for it, at 9 A.M. star of our lar beam, dist 11 miles, at 10 A.M. steering N.E. saw the Kent group, 2 points of our star bow - at 12 noon the Kent Island, our star dist 9 miles. Making the distance from Sugar Loaf Rock, Curtis, 42 miles, in 3 hours 14 knot, under whole topsails & foresail, fore & m. staysail, at 2 P.M. steering E. by E. saw Threlkeld point forward our star beam at 11 A.M. saw the main land New Holland dist 50 miles -

Lat at 3 P.M. 39.12
Long do 147.30

Wednesday Sept 6th 1848

Throughout this 24 hours strong gales
from part from N.W. steering N.E. by E.
the middle and latter part wind from
W. S.W. steering N.E. and N.E. by N.
fore part broke the tops on the
main top sail yard. took in the
top sail. set the truss band down and
lashed the yard. the remainder of the
day steering of under double reefed f. t. sail
under fore sail. the land in sight all day
at 4 P.M. took the fore sail. & close reefed
the f. t. sail, steering N.E. by E. quarter westerly

Lat 38.04
Long

Thursday Sept 7th 1848

Throughout this 24 hours strong winds
from the N.W. steering N.E. by E. latter part
saw the land. likewise a school of Black
fish. lowered 2 boats. but saw them no
more. employed painting waist boat.
and with the cutter. Moderating at 5 P.M. took
in sail. steering throughout the night N.W. by E.
under close reefed f. t. sail

Lat 36.21

Friday Sept 8th 1848

Throughout this 24 hours fine weather
wind from the S.W. steering to the N.W.
latter part saw the land. saw a school
of Blackfish. employed making
truss for main t. yard. at 4 P.M. took
in light sails. heading of shore

Lat 34.53.
Long

Saturday Sept 9th 1848

This day fine weather wind from the
S. and S.W. fore and middle part
standing in shore. at 2 P.M. dist from
the land 8 miles. tacked ship heading
E. by N. saw one Sulphur bottom whale
and 2 sails. at 4 P.M. set quarter watches
carrying all sail. heading E. by S. want
to get to the Southward of Jarvis Bay
being 36 miles to the Northward of it
this day employed making truss for
main t. yard

Lat 34.24

Sept 10th 1848

Sunday Sept 10th 1848

Throughout this day fine weather wind,
from S. and S.W. with light air from S. ship heading
W. by S. the land in sight throughout
at 6 P.M. Jarvis bay bearing N. by W. dist 30
miles. Saw one sail. and 2 finbacks

Lat 34.40
(13)

Monday Sept 11th 1848

Throughout this 24 hours light winds and
calm. (Cruising) saw some finbacks. Re-
ceived with strong breeze from the Southward

Lat 34.42

Tuesday Sept 12th 1848.

Fore part light air, variable. Saw 6 large sperm
whales, chased without success the whales going
fast. latter part fresh winds from the N.W. saw the
land and 2 sail. spoke one the Two Brothers
Capt Henry New Bedford 12. moor 400 sperm
this day mended, and bent M.C. sail. finished
the trap -

Lat 34.33

Wednesday Sept 13 1848

This day fine weather, wind light and
variable the land in sight, and 6 sail
spoke the George Champlin, New port
Capt Swain. 2700.

Lat 34.50

Thursday Sept 14th 1848

This day fresh winds from the North. the land
in sight. fore part heading on shore the latter
of 4 sail in sight spoke the Harrison
Capt Sherman New Bedford 38. Moor 1800
the 200 of it sperm. one of the other ships in
sight is the London Packet. with 100. 2nd

Lat 35.26

Friday Sept 15th 1848

Throughout this day a gale from S. and
S.W. the latter part blowing heavy with
very bad sea ship heading S. by W. 6
Clear water topsails

Lat 35.10

Deck Franklin (Cruising East side New Holland)

Sept 16th 1848. Saturday

Throughout this day a heavy gale from S.W. ship heading S.E. with heavy sea. latter part saw some blackbirds.

Lat 34.31

Sunday Sept 17th 1848

Throughout this day fine weather light air and calm. saw nothing

Lat 35.26

Monday Sept 18th 1848

Commenced with light winds from N.W. with plenty of rain. Steering W. by N. employed getting all out of storage hold middle part coiled hauled down to S. and S.E. blowing away with rain took in sail. Ship heading N. Saw 4 finbacks

Lat 35.25

Tuesday Sept 19th 1848

Throughout this 24 hours fresh breezes from E. and E.S.E. for part steering N. latter part saw 5 sail. spoke 2. The Flying Childer of Hobart Town. and London Packet, New Bedford. the land in sight

Lat 35.25

Wednesday Sept 20th 1848

Throughout this day fresh breezes from E. & E.E. Cruising at 1 P.M. of Cape Promedary Dist 10 miles. Saw 5 sail and 2 or 3 finbacks employed making spun yarn. Re. at 6 P.M. took in sail heading S.E.

Lat 36.15
Long

Thursday Sept 21 1848

Throughout this day strong gales from E. N. E. with some rain under double perfect topsails. Spoke the ship Barclay Capt. Haug of New Bedford. Had got two right whales about a week before had seen plenty of them. Between Fox fold Bay and Mount Oromedary from 15 to 30 miles from the land.

Lat. 37. 10

Friday 22

This day commences with a gale of wind from E. N. E. with very heavy sea ship heading S. E. at 1 P. M. wind hauled round to the Northward at 3 P. M. nearly calm made sail heading N. N. W. the Barclay in sight on the same tack. at sundown saw a number of sperm whales to take to lower ends with lightning in the N. E. the old swell still kept up ship heading N. W.

Lat. 38. 10
Long 150. 32

Saturday Sept 23 1848

Throughout this day fresh winds with some fog. fore part wind from N. heading N. N. W. at 11 P. M. saw the land. at 3 P. M. tacked ship being within 8 miles of the land. 10 miles to the Southward of Green Point. Saw a number of finbacks at 11 P. M. put 2 up in the topsails. Under the 1st ship heading E. with every appearance of bad weather. ends with fog. Lat 38. 00

Sunday Sept 24 1848

Commences with strong gales from N. N. W. Ship heading west. at 1 P. M. wind shifted round to E. N. E. in a heavy squall. Also reefed the Main topsail. hauled. the fore topsail and foresail. 1 P. M. staysail. some rain and lightning at 3 P. M. Moderately put the wheel up staying N. under close reefed N. topsail. at 5 P. M. nearly calm. but the Barometer still indicates bad weather.

Lat. 37. 50
Long 150. 36



Monday Sept 25th 1848.

Commenced with strong winds from S.W. & S. at 7 A.M. Saw a right whale. Chased without success one being in sight. also the land. The middle and latter part light winds variable. Cruising saw a nother whale supposed it to be a right whale. at 5 P.M. had a heavy squall from S.W. took in all sail. but close reefed M. topsail & foot. M. staysail. M. Spencer

Lat. 37. 13.
Long

Tuesday Sept 26 1848.

Had strong winds from S.W. steering S. latter moderate steering E. for heat saw the land. 2 finbacks per employed making spun yarn. at 6 P.M. took in sail,

Lat 36. 47
Long

Wednesday Sept 27. 1848

Commenced with strong winds & squalls from the Southward. Middle part fine weather the land in sight throughout latter part saw 2 sail spoke one proved to be the Montauk Capt. M. Michael of New York from Hob. town. for Sydney ends with squally bad weather. close reefed the topsails heading E. saw 2 finbacks

Lat 36. 54

Thursday Sept 28th 1848

Commenced with strong gales from S.W. & E. Middle moderate. latter calm. steering to the Westward. Saw the land. 1 ship and 1 Bark. Saw 1 finback &

Lat 36. 10

Friday Sept 29th 1848
 Throughout this day fresh winds from N.
 Steering South at 4 P.M. Mergat (Dromedary)
 in sight of our Star beam Dist 15 miles
 also one Sail in sight. latter part saw 2
 finbacks. R. employed in making Sun Yarn
 scraping Cabins etc. this night carrying sails
 Course South
 Lat 31.52

Saturday Oct 30th 1848
 Throughout this 24 hours strong gales from
 the Northward Steering S. and S.W. W.
 bound for Hobartown the latter part the
 gale increasing with rain Thunder and
 lightning

Lat 39.36
 Long 150.02
 E. C. C.

Sunday Oct 31st 1848
 Throughout this 24 hours strong gales from
 the Northward fore part rain & lightning
 Steering S.W. W. at 10 A.M. saw the
 land Rhouten island latter part moderating
 saw one Sail in show. of us at 8 P.M. Steering
 S.W. Dist from Cape Pillar 25 miles

Lat at noon 42.10
 Long

Monday October 1st 1848
 Commences with light winds from W. and S.W.
 in the entrance of Storm Bay beating up to the best
 advantage at 11 wind shifted in a squall to S.W.
 with rain. lasted an hour when shifted back again
 the remainder of the day wind baffling from W. to S.W.
 squalls & calm at 3 P.M. pilot came on board
 did not want him. at 12 P.M. (midnight) the wind
 ahead let go the Star Anchor and gave her 50
 fathoms. Clewed up the sails and let them hang
 in the trails so ends

Bark Franklin in Hobart town

Tuesday October 3rd 1848.

Throughout this day winds variable, at 3 A.M. took over anchor and at 11 A.M. came to anchor at Hobart town gave her 30 fathoms chain. the Star watch ashore on liberty.

Wednesday Oct 4th 1848

This day fine weather. the larboard watch ashore on liberty. got a raft of water 54 lbs. stored part of it in fore hold.

Thursday Oct 5th 1848

This day fine weather got a small raft of water 12 lbs. painting down the bow. Star watch ashore on liberty.

Friday Oct 6th 1848

This day employed at Sundries the lar watch ashore on liberty.

Saturday Oct 7th 1848

This day employed cleaning ship painting. the Star watch ashore on liberty.

Sunday Oct 8th 1848

This day fine weather the lar watch ashore on liberty.

Monday Oct 9th 1848

This day employed repairing fly jib - masting. J.L.G. fixing the Star watch ashore on liberty.

Tuesday Oct 10th 1848

This day broke out about 28. or 30 lbs of Oil and took along side the Scotia Brig. the latter part got of 23 bags of Flour 200 cwt. in a bag packed it in casks.

Wednesday Oct 11th 1848

This day took on board 24 tierces of beef
latter part employed blanching the hands

Thursday Oct 12th 1848

100k feed. This day took on board 3 bags of sugar
3 coils of Manila rope, 12 coils of Langara stuff
and 32 bags potatoes 12 top, 1 bag of rice
1 bolt of duck, 2 pine boards, and 1 slab
and a small raft of water

Friday Oct 13th 1848

This day blowing fresh let go the two anchors
employed at sundries &c

Saturday Oct 14th 1848

This day fine weather employed getting
ready for sea took on board 1/2 ton Coal
set up the two fore gins, hoisted and dried
the sails &c. latter part cleared the ship ready
but cant sail till Monday. Shipper a
3 Mate. Mr John Miller

Sunday Oct 15th 1848
This day fine weather

Monday Oct 16th 1848

Throughout this day strong gales from the
Westward. at 11 A.M. took on anchor and
stove out to sea in company with the
Pioneer. New Bedford. at 6 P.M. having got
an offing took in sail. it blowing a heavy gale
Starby P.M. all night - set quarter watches

Lat

Tuesday Oct 17th 1848

Throughout this day strong gales from
the Southward fore part steering E. the latter
P.M. by E. under double reefed topsails and
fore sail, unvent the fit repaired and bent
it again. ends with the weather moderating
a little. at 6 P.M. set quarter watches

Lat - 43.33
Long 151.07

Barth Franklin M. Cooper Master Bound for East Side New Zealand
Wednesday Oct 18th 1848

Throughout this 24 hours strong gales
from the Southward. Steering N.E. by E.
employed Lashing Anchors putting on chafing
gear &c.

Lat.
40

Thursday Oct 19th 1848

Throughout this day fresh gales from the
Southward. Steering N.E. by E. Saw numbers
of finbacks, employed fitting a new boat
putting on chafing gear &c.

Lat 41 .. 10
Long 155 .. 03

Friday Oct 20th 1848

Throughout this day light winds from
N.E. steering N.E. by E. employed working
on rigging making new Mast Coat for the
foremast. Carpenter getting out cornings for
cabin gangway, painting boat overhead &c.
Saw a number of finbacks set to N.E. wind
light from the Northward

Lat. 40 .. 21
Long ..

Saturday Oct 21st 1848.

Throughout this 24 hours strong breezes
from N.E. Ship heading N.E. by E. and E. by S.
Saw 1 finback. fore part employed setting up
by rib tag guys. the latter part wind
increasing with the appearance of bad weather
took in topgallant sails. Standing whole watches
Course N.E. by E.

Lat 40 .. 25

Sunday Oct 22nd 1848.

Throughout this 24 hours strong gales
from N.E. Ship heading E. at 1 P.M.
the gale increasing with rain. Close reefed
the topsails. fustled the courses and jib
Standing Quarter watches

Lat 41 .. 25
Long 160 .. 40

Oct 23 1848 Monday

Throughout this day fresh winds from N.
Ship heading E.S.E. the latter part wind moderating
with thick fog. employed at sundries &c

Lat 41.38
Long 162.20

Tuesday Oct 24th 1848

Throughout this 24 hours strong gales
from the N. with fog. Ship heading E.S.E.
at 4 P.M. the gale increasing, vessel ship
heading N.W.W. plenty of rain and fog

Lat 42.00
Long 165.00

Wednesday Oct 25th 1848

Throughout this day strong gales commenced
from N. ship heading N.W.W. at 10 A.M.
wind hauled to S.W.W. kept the ship at
steering N.W.E. fog and rain throughout

Lat
Long

Thursday Oct 26th 1848

Throughout this day strong breeze from
S. and S.W.E. with fog at intervals and a little
rain steering N.W.E. under all sail. the crew
employed picking oakum

Lat 34.11
Long 167.57

Friday Oct 27th 1848

Throughout this day strong winds from
S.E. steering N.W.E. under all sail. fog at
intervals with a little rain. employed making
a new ^{companion} gangway to the cabin picking oakum
Saw 1 or 2 finbacks

Lat 36.48
Long 169.48

Saturday Oct 28th 1848

Throughout this day fine weather wind
from S.E. steering N.W.E. and N.E. by N. under
all sail. employed making companion way to
the cabin. Saw a number of finbacks
at 7 P.M. look in sail, weather, water
Dist from the King 60 miles

at 4 P.M. Lat 34.40
Long 171.18

174 St. Paul fish

2nd. 1848

J. Cooper: Master, J. E. Side St. L.
Sunday Oct 29th 1848.

Throughout this day fine weather wind
from N. and N.E. steering N.E. at 11 A.M.
saw the 3. Rings of New Zealand. at noon
bearing E. dist 21 miles. latter part saw
the North Cape of New Zealand 3 points of
our "Star" bow. at 6 P.M. took in sail steering
N.E. quarter weather. wind light. this day saw
plenty fin fish and several. Humbly B. C.

Lat. 34.10
Long

Monday Oct 30th 1848

Throughout this day light winds and Pleasant
fine part from N.E. the latter from N.W. the
North part of New Zealand in sight throughout
steering E. N.E. saw 3 Sail. 2 Brigs and one
Barque. standing by the wind to the wind
to the westward. the Barque set English
Colours. employed this day settling down
the fore rigging. repairing chafes. &c. put a new
boat on the fore cranes. and put the others
overhead. and cleaned her up for painting &c.
at 6 P.M. took in sail. luffed to the wind heading
N.E. by N. quarter weather. —

Lat 34.08

Long 172.30

Tuesday Oct 31st 1848.

Throughout this 24 hours strong gales from
N.W. with rain steering E. S. E. under
single reefed topsails. at 6 P.M. took in
sail. steering E. S. E. through the night
quarter watches. —

Lat. Sun. Obscure

x Long Silom

Wednesday Nov. 1st 1848

Throughout this 24 hours strong gales
from the westward. steering E. S. E. under
single reefed topsails & foresail. employed
working on rigging. making new Companion
way to the Cabin abt the Mizzen Mast.

Lat 35.01

East Long 179.21

Wednesday Nov 1st 1848

Throughout this day fine weather wind
E.S.E. and S.E. Ship heading E.N.E. and
N.E. employed working on rigging. Making
new Companion way to the Cabin Deck

Lat 31.30
Long 179.00 West

Thursday Nov 2nd 1848

Throughout this day calm. employed
painting boat. working on rigging building
Companion way to the Cabin Deck
At 1 P.M. saw a school of Black B.
at 1 P.M. took in bait

Lat 32.21
Long 179.40

Friday Nov 3rd 1848

This day fresh breezes low part from E.
Ship heading S.W. and S.S.W. the latter from
N.E. heading E.S.E. employed on companion
way. Ship's duty D.

Lat 31.08
Long 178.06

Saturday Nov 4th 1848

Throughout this day fresh winds from
N.E. and S.W. Ship heading E. and E.S.E.
Saw 2 porpoises. Employed working on
Companion way. Ship's duty D.

Lat 31.15
Long 176.27

Sunday Nov 5th 1848

Throughout this 24 hours strong gales from
N.E. Ship heading E.S.E. Saw nothing

Lat 35.40
Long

Monday Nov 6th 1848

Throughout strong winds from N.E. Steering
by the wind to the E by S. and E.S.E. tacked fore
part and stood to the N.W. 2 hours. employed
on cabin gangway. Ship's duty D.

Lat 34.40
Long 172.36

1 Pak
1/2 pack new beef

Bartholomew M Cooper Master Cruising E. Side N. L.
Tuesday Nov 7th 1848

Throughout this 24 hours strong wind
from N.W. to N.E. fore part heading E. and E.S.E.
at noon tacked ship heading N.W.
employed on cabin gangway ship duty &
saw 1 hump back and a number of finbacks

Lat 40.10
Long 168.46

Wednesday Nov 8th 1848

Throughout this day fresh winds from N.W. &
and ship heading from N.W. to N.E. hazy
weather. Employed in cabin gangway. Took out
4 casks water main hold. Lar side. Saw several
hump backs, and finbacks. at 5 P.M. saw 3 right
whale. Chased without success. at 8 P.M. took
in sail

Lat 39.09
Long 170.10

Thursday Nov 9th 1848

Throughout this 24 hours strong gales with
rain wind from N.W. to N.E. at 8 A.M.
was ship heading from E. to N.E. close
reefed the topsails. So ends

Lat 38.37

Friday Nov 10th 1848

Commenced with strong winds from N.W. to N.E.
muggy weather. Ship heading N.W. at 4 A.M.
Moderating saw 3 right whales lowered
struck one but drewed in about 5 minutes
lost him. at 11 A.M. saw another chased
without success. Middle and latter part
light winds. Middle from N.W. latter from
E.S.E. Saw number of finbacks, took in
the star boat and put her overboard and
put another on the cranes. at 7 P.M. took
in sail heading N.E. light wind and hazy

Lat 39.07
Long 169.45

Saturday Nov 11 1848
 Throughout this day winds from the E. and
 S.E. with fog and rain for part wind strong
 latter part light saw nothing. at 6 P.M.
 took in sail heading N.W.

Lat 38.55
 Long 170.13

Sunday Nov 12 1848
 Throughout this 24 hours, strong gales from
 S.E. with heavy sea. Ship lying to under close
 reefed main topsail. heading to N.W. latter
 part gale moderating. So ends

Lat 38.10
 Long

Monday Nov 13 1848
 Throughout this day strong breezes from S.E.
 Making S. Saw a school of blackfish, and
 several finbacks, employed building cabin
 gangway by at 6 P.M. took in sail and
 luffed to. heading E.N.E. So ends

Lat 36.53
 Long 169.24

Tuesday Nov 14 1848
 Throughout this 24 hours fresh winds
 from E.S.E. ship heading S. Saw a number
 of finbacks, at sundown. Saw one right
 whale. too late to cover took in sail. this
 day employed on cabin gangway, and ship
 duty -

Lat 35.39
 Long

Wednesday Nov 15 1848
 Throughout this 24 hours fresh breezes from
 E. Ship heading S.E. Saw number of finbacks,
 employed ship's duty at 7 P.M. took in
 sail and was ship heading N.W. So ends

Lat 37.01
 Long 169.53

Thursday Nov 16 1848.

Throughout this 24 hours fresh breezes from N.W. and E.N.E. steering by the wind to the S.W. and S.E. Course is E.N.E. employed at ships duty working on Compo and in way of Saw number of finches at 1 P.M. took in light sails and mainsail were ship heading N.W. wind from N.W. so ends

Lat 38.33.
Long 167.00

Friday Nov 17 1848

Throughout this day fresh breezes from E. to N.W. steering by the wind to the E. toward fore part saw 1 right whale chased without success saw number of finches employed at ships duty Carpentery at 7 P.M. wind light from N.W. took in light sails and light jib. were ship heading N.W. so ends

Lat 38.37.
Long 167.00



Saturday Nov. 18. 1848

Throughout this 24 hours fresh breezes from N.W. to N.W.E. steering by the wind from E. to E.N.E. saw nothing. employed repairing the cabin. ships duty at 8 P.M. took in mainsail and light sails. heading E. by S.

Lat 39.10
Long 167.45

Sunday Nov 19. 1848

Throughout this 24 hours fresh winds from N.W. to N.W.E. steering by the wind to E by N to E.S.E. saw a school of grampus at 1 P.M. took in main sail and light sails so ends.

Lat 40.02
Long 167.00

Monday Nov 20th 1848

X Saw Sails at
P.M. 1st

Throughout this 24 hours light winds variable from N. to N.E. Ship heading from E.N.E. to E.S.E. Saw nothing employed at Ship duty. Repairing and making alterations in the Cabin.

Lat 40.41
Long 144.53

Tuesday Nov 21. 1848



Throughout this day moderate breezes from N. by E. and N.W. Steering by the wind heading to the Eastward saw numbers of finbacks at 1 P.M. saw one right whale chased without success. Wild. employed repairing Cabin Ship duty & at 7 P.M. took in sail.

Lat 41.22
Long

Wednesday Nov 22. 1848

1 P.M. blown

Throughout this 24 hours fresh breezes variable from N. fore part latter from N.W. by N. Steering by the wind. to the N.E. saw some finbacks. employed repairing the Cabin Ship duty & this night carrying whole topsails and courses - quarter masts. Ship heading N.E. by N.

Lat 41.16
Long 142.10

Thursday Nov 23. 1848

Throughout this day light winds from N.W. Steering N.W. Saw nothing. employed working on rigging and Cabin & at 8 P.M. took in light sails. Calm.

Lat 40.27
Long 140.08

Commences with fresh wind from E. N. E.
Ship heaving to and N. E. by N. Middle
part blowing strong draught in upper and
took in mainsail & fore. employed working
on Cabin. Saw 11 Finback at 9 P. M. & a
gale of wind from E. with a sprinkling
of rain. Close reefed the topgail hauled
the foresail. Ship heading N. N. E. so early

Pl 39. 57
 Lang. 159. 20

Saturday 23th 1848 Nov
Thoroughly! This 24 hours strong gales from
E. and E.S.E. ship heaving to N.E. and N.E. latter
part under close reefed topsails so ending

Pat 38.53

Sunday Feb 26 1848
Throughout this day strong gales from E. and
E. S. E. ship heaving N. W. E. and N. E. under
Close reefed topsail & foresail. Saw a number
of grampuses.

Lat 38.00
Long 157.10

Monday Nov 27 1848
Commenced with strong gales from N.E.
at 10 A.M. moderating made sail latter
part good weather steering by the wind S.E. W.
repaired the fore & main A.G. sails and
beat them again, repairing & altering the Cabin
No. saw one ship back this night carrying
whole topsail reaching N.E. W. 34 30

1837
 Mar 37. 30
 May 15. 9. 54

Tuesday Nov 28 1848
Throughout this 24 hours fresh winds
from N.E. and S.E. & for part some rain
Meaning by the wind to S.W. Course is N.E.
Saw some pintails, & employed at
ships duty On this night carrying
all sail round for the day then continued

Lat 38.30
Long 141.37

Wednesday ~~Thursday~~ Nov 29th 1848

Throughout this 24 hours fresh winds from N.E. & S.E. steering by the wind this heading. Mr. & S.P.M. employed repairing an old topsail carpentering & saw nothing. This night carrying all sail

Lat 39.40
Long 164

Thursday Nov 30th 1848

Throughout this 24 hours light winds from N.E. & S.E. steering S.E. by S. fore part running the topsail latter part set up of the spring stay. Saw some grampus this night carrying all sail

Lat 41.10
Long 164.00

Friday December 1st 1848

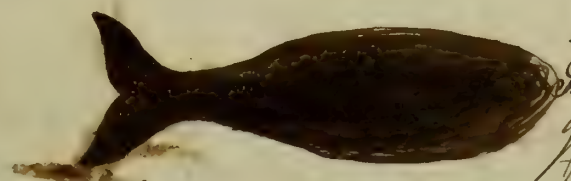
Throughout this light winds from the N.E. steering S.E. by S. saw number of finback at 11 AM saw a right whale chased without success came on board took in sail



Lat 42.11

Saturday December 2nd 1848

Throughout this day light from Eastward saw 6 right whales in course of the day got one cut him in commenced bailing took in sail -



Lat 43.20
Long 162.49

Dark weather (Cruising East Side New Zealand)

Sunday December 3 1848.

Throughout this day light winds from the Eastward pleasant. Cruising tack & tack employed boiling. fore part saw 2 whales chased one of them without success. at 5 P.M. saw a school of blackfish. chased without success at 7 P.M. saw 2 whales of our sea team. supposed them to be right whales. took in sail. so ended

Lat 43. 16
Long 162. 58

Monday Dec 4th 1848

Throughout this light winds Cruising at 10 A.M. finished boiling. Saw 4 whales. Chased without success. latter part broke out in the main hold. layboard side aft. for to stow down. at 7 P.M. lanced and chased the same whale again without success. Calm.

Lat 43. 16
Long 163. 00

Tuesday Dec 5th 1848

Throughout this day light winds & calm. Stowed down 70 barrels of oil in main hold. layboard side aft. Saw a number of finbacks &c.

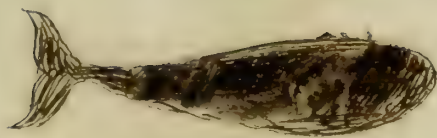
Lat 43. 14
Long 163. 00

Wednesday Dec 6th 1848

Throughout this day light winds from the Eastward Cruising fore part saw 1 whale. Chased without success. latter part saw 3 however got one. took him alongside by 8 P.M. took in sail.

Lat 43. 28
Long 163. 13

1. April 1848



Thursday Dec 7th 1848

Throughout this day strong winds from S.W. ruffled. heading to S.W. cut in the whale commenced heeling at 4 P.M. saw one whale chased without success at 8 P.M. took in sail now with heading S.W. by S.

Lat 43.29
Long

Friday Dec 8th 1848

X 1 boat
X 1 boat
Fore part strong gales from S.W. with bad sea. employed heeling at 11 A.M. moderating. latter part light air. ship heading S.W.

Lat 43.31
Long 163.12

Saturday Dec 9th 1848

Fore part strong gales from S.W. with rain at 10 A.M. moderating. set double reefed topsails & foresail. employed lurching bone the latter part wind sheeled round to S.W. blowing a gale. took in every thing but close reefed main topsail. fore 1. M. stay sail & M. spencer at 7 P.M. took in waist boat. ship heading S.W. by E. so ends

Lat
Long

Sunday Dec 10th 1848

Throughout this 24 hours strong gales from S.W. by E. heading to the S.W. saw 1 whale and a number of finbacks. to ruffled to calm ends with weather moderating.

Lat 44.24
Long

30th Franklin Enquiring East New Zealand
Monday Dec 11th 1848

Throughout this day light winds with heavy
squall. fore haul wind from N.W. the latter
from N.W. fore part ship heading S.E. the
latter 9 P.M. saw one fireback. employed stowing
down 60 bbls of oil in main hold Star side
aft. at 6 P.M. the weather thick with some rain
took in sail.

Lat 45.00
Long 162.00

Tuesday Dec 12th 1848

Throughout this day strong gales from N.W.
at 8 A.M. made good steering S.E. this
night carrying sail. Course S.E.

Lat 45.26
Long

Wednesday Dec 13th 1848

Throughout this day strong gales from
the Westward. Squally with rain at
intervals. Course S.E. this night
carrying sail. Sea watcher

Lat 47.57
Long 160.24

Thursday Dec 14th 1848

Throughout this day strong gales from
the S.E. ship heading E. and E. by N. under
double reefed topsails. at 7 P.M. were ship
heading S.W. so ends

Lat 48.54
Long 159.20

Friday Dec 15th 1848.
 fore part light winds & calm latter
 part strong winds from the westward
 steering S. by E. sent down the fore & main
 masts & repairing it at 4 till sent it up
 again. this night carrying sail down South.

Lat 49.00
 Long 159.00

Saturday Dec 16th 1848
 Throughout this 24 hours strong gales from
 the Westward. steering South. saw 2 finbacks
 at 8 P.M. it having the appearance of being a
 bad gale took in sail & lay to heaving S. by E.

Lat 51.02
 Long 159.35

Sunday Dec 17 1848
 fore part strong gales from N. by E. at 1 P.M.
 made some sail heading S. by E. the weather
 moderating with driving rain at 8 P.M.
 wind hauled round to E. by E. steering
 S. by E. saw 2 finbacks &

Lat 52.18

Monday Dec 18th 1848
 Throughout this 24 hours fresh winds fore
 part from E. with rain latter from N.E. steering
 S. by E. employed at ship's duty without the
 ft. 9. sail stowed it away. saw some
 finbacks & Sulphor bottom. This night
 carrying sail.

Lat 53.12
 Long 160.

On board the Barque for South America
Tuesday Dec 19th 1848

Throughout this 24 hours strong winds from
N.N.E. & N.E. with rain. Steering S. by W. weather
raw & cold. The Barometer down very low
has been so for a number of days, but have
had nothing but common gales. The thermometer
on deck stood at 41. degrees -

Lat 55. 23
Long 160. 40

Wednesday Dec 20th 1848
Throughout this 24 hours strong winds
from N.N.E. misty rainy weather. Steering
S. by W. latter part saw one fin back whale
a few seals.

Lat 57. 53
Long 163. 56

Thursday Dec. 21. 1848

Throughout this 24 hours strong gales
from N.N.E. steering S. by W. the latter part
wind & sea increasing to a heavy gale
thick. put 2 reefs in the topsails at 9 P.M.
took in sail & lay to heading N.W. by W.
it blowing hard with rain.

Lat 59. 15
Long 165. 40

Friday Dec 22 1848.

Throughout this day strong gales from
N.N.E. with rain and fog throughout
ship heading N.N.W. at 6 P.M. the wind
moderating put the wheel up steering S. by W.
under double reefed M. topsail & foresail.

Lat 60. 00

X
17th Feb
1848

Saturday Dec 23 1848

Commences with fresh winds from N.W.
middle & latter part from N.N.W. with
fog at intervals Steering S.E.W. saw nothing

Lat 61. 15
Long 170. 57

Sunday Dec 24 1848

Throughout this day fine weather wind
from N.W. & N.N.W. Steering S.E.W.

Lat 62. 20
Long 173. 13

Monday Dec 25th 1848

Throughout this day clear weather
fore & middle part wind from N.W.
& N.N.W. Steering S.E.W. at 8 P.M. wind
hauled round to S.W. now ship heading
W by N. repaired & bent the planer
saw 4 ice Bergs. & 1 humphack. it is
daylight throughout the 24 hours. stand
head heads to N. P.M. commence at 1 A.M.

Lat 63. 28 S
Long 176. 14 W

Tuesday Dec 26th 1848

Throughout this 24 hours strong gales
from S.E.W. and S.W. ship heading N.
by N. and N.N.W. at 8 P.M. now ship
heading S.E.W. Course S.W. Thermometer
down to 34 degrees made ice in the
but freezing

Lat 62. 54
Long 178. 57

Wednesday (Dec 27) 1848
Throughout this 24 hours strong winds
from S.W. ship heading E.S.E. Saw nothing
thermometer at 36 degrees

Lat 63.06

Thursday (Dec 28th) 1848
Throughout this day strong gales from
S.W. part. latter P.M. ship heading from
S.E. 1. S.E. at 3 P.M. we are ship heading
W. by S. & W. S.W. Saw 2 ice bergs. Snow
squalls at intervals throughout. Thermometer
down to 32. degrees.

Lat 64.55
Long 177.50

Friday (Dec 29th) 1848.
For part strong winds the latter part
light from S. & S.W. ship heading
W. S.W. & W. by S. at 8 P.M. the winter
shifted to S.W. ship heading N. W. W.
Saw one finback. this day bent a new jib.

Lat 64.06
Long 179.44 W.

Saturday & Sunday 30th 31. 1848
Commenced with light winds from
N. at 9 A.M. strong winds from S.W. & E
increasing with every appearance of a gale
untill the main sail and part of the fore
steering S.W. at 1 P.M. a heavy gale from
S.W. took in sail & lay the heading N.W.
plenty of snow at 6 P.M. moderating with
rain & fog at 12 P.M. but no steering
S.W. under close reefed main & fore
& foresail

Lat 63.50
Long 179.33 E.

The Barque "Fanny" (cruising of South America)
January 1st 1849

Throughout this day light airs and
X flow Calm & with thick fog but a new
mainsail. what little wind there was
from the N.E. ship heading S.W.
Saw a number of very large Blackfish.

Lat 13.55
Long 179.20

January 2. 1849. Tuesday
fore part strong winds from N.W. ship
heading N. & N.W. Saw 2 ice bergs middle
& latter part calm. saw a sperm whale
lowered but he was going to fast. also
saw one Hump-back

Lat 13.45
Long 179.24
Long 179.40

Wednesday Jan 3rd 1849
fore part light air from N.E. latter from
S.E. Steering S.W. on the ice & rain. The
main top sail. saw 1 Hump-back and 4
ice bergs

Lat 14.00
Long

Thursday January 4th 1849
Throughout this day strong gales from the
S.E. and S.W. Steering by the wind to the
S.W. & N.W. Saw number of Hump-back
& finbacks had some snow at intervals
fore part saw a few ice bergs

Lat 14.18
Long 173.25 E.

Back to Van Allen M. Cooper Master South Continent
Friday January 5th 1849

Throughout this day a heavy gale from
S. & S.W. we kept heading S.W. & S.W. by W.
at 10 AM was ship heading E.S.E. took
in all but double reefed topsails at
4 PM tacked again heading S.W. by W.
Saw a number of Humpbacks

Lat 64. 07
at 10 AM Long 169. 55

Saturday Jan 6th 1849
Throughout this day strong winds from
S. & S.W. kept heading S.W. by W. the latter
E.S.E. Saw numbers of Humpbacks & finbacks
likewise some Grampuses

Lat 64. 09
Long 174. 44

Sunday Jan 7th 1849
Throughout this day low light winds
from S. ship heading E by S and E.S.E.
Saw some Humpbacks & one ice berg

Lat 64. 02
Long 179. 40

Monday January 8th 1849
Continued with light winds from the East
Heading S. at 11 AM saw 2 sperm whales
& chased without success they going fast
latter part stiff breeze from E. by E. Heading
S.W. Sailing through ice bergs all day
large & small numbers of Humpbacks &c

Lat

Tuesday January 9th 1849

Throughout this day strong winds from E. & S.E. Steering N.W. at intervals. Many running through ice bergs throughout have seen some 4 or 5 hundred large & small latter part some fields ice at 4 P.M. being 2 degrees nearly with South & West of where Wilkes. Robert gives land. Land rising nothing but humphacks but the ship round steering N.W. saw a black line to the S.W. which we suppose to be continent. Variation 2 1/2 points East. Thermometer at 33° above zero

Lat by Obs. 65.20
Long by Chron. 166.11 1/2

Lat at 4 P.M. 65.25
Long do - - 166.00

Wednesday Jan 10th 1849

Throughout this day fresh winds from E. and S.E. Steering N.W. for part counted 134 ice bergs from the mast head at one time. The latter part steering N.W. at 4 P.M. none in sight saw numbers of humphacks & finbacks

at 3 P.M. Lat 63.16
do do Long 164.11

Thursday Jan 11th 1849

Throughout this day wind from S.E. ice part light the latter part blowing up with rain. Steering N.W. by 10 & 11 P.M. at 5 P.M. reefed the topsails if having all appearance of a gale of wind for part saw one large ice berg some humphacks & finbacks

Lat 62.26

x All kept
1 dark dark 3 1/2 hrs

Tararua Harbour - Whangapoua Sound for Auckland Islands
Friday Jan 12th 1848

Had fair light rain from the North West
with a strong S.W. wind - being best advantage
in the P.M.

Lat 31. 12
Long 162. 52

(Came to anchor)
Saturday Jan 13th 1848
Had fair light winds from the ship heading
to the North East in the P.M. Steering
N.W.

Lat 30. 14
Long 162. 33.

Sunday Jan 14th 1848
Had fair light winds from N.E. the latter
from S.W. Steering N.W.

Lat 29. 00
Long 162. 36

Monday Jan 15th 1848
Had fair light winds from N.E. the
middle from S.W. blowing fresh with fog
& rain the latter part wind from N.W.
fog. Course N.W.

Lat 28. 18
D.R. Long 161. 20

Tuesday Jan 16 1849

Age, part fresh winds from S. & S.W.
latter part from N.E. with thick fog
steering N.W.

Lat 37° 36'
Long 115° 10'

Wednesday Jan 17 1849

Throughout this day light winds from
the S. Southward. Thick weather, fog, steering
N.W. Saw one bark, this day Capt Cooper
tid up the Cook, & gave him 1/2 a dozen lashes
lightly for disobeying orders, he had been told
not to get any wood out of the hold, and to day
he was getting it out of the fore peak, and
had done so, a number of times, his clothing
being very dirty, and lying in the ashes, &
about the galley the Capt ordered him to stay
on deck and wash to 10 P.M. at 8 P.M. Capt Cooper
went forward and found the Cook turned in,
and in no hurry to turn out, so gave him 1/2 dozen
more as he was coming out of the scuttle, and
kept him on deck till 12 P.M.

Lat 36° 05'
Long

Thursday Jan 18 1849

Commences with fresh winds from the Southward
steering N.W. at 3 1/2 A.M. Saw Macquarie Island
Judge & Clerk R. at 10 A.M. went on shore with
2 boats. Saw a few elephants killed 13, took their
jackets of and towed them aboard & one tub full
of Pinguin eggs, more than a dozen, latter from
winds from W. ship heading E. N. E. put 2 reefs
in the topsails, it blowing fresh with rain. Course
N.E. for the Auckland

Friday Jan 19 1849

Commences with strong winds from S.
Ship heading E. N. E. & E. with fog & rain
Middle & latter part wind from N.W.
Ship heading N.E. & S.W. employed
skinning 6 elephant blubber 12,

Lat 34° 30'
Long 110° 01'

Saturday Jan 20th 1849.

Commences with light winds from E.
steering N.E. Middle part from S.E. & S.
steering N. latter part from S.W. steering
N.E.W. it blowing a gale shift the
Main & J. sail ends with a gale from N.E.W.
Moderating

Lat 54.00
Long 164.32

Sunday Jan 21st 1849

Fore & middle parts strong gale from
W. to S.W. with bad sea. Steering N.E. W.
latter part moderating steering N.W. by N.
at 4 P.M. Dist from Auckland isles 40 miles
bearing S.W. at 8 P.M. lay to under double reefed
topsails, quarter watch.

Lat 52.23
Long 164.25

Monday Jan 22 1849

Throughout this day strong gales from
N. to S.W. steering by the wind N. & N.E.
under double reefed topsails & foresail
Saw 2 finbacks, and some blackfish
at 6 P.M. saw Auckland island bearing
N.W. dist 35 miles.

Tuesday Jan 23 1849

Commences with light winds from N. &
N.W. ship heading N. by E. & V. and N.E.W.
at 12 A.M. Auckland in sight bearing
N.E.W. by compass. tacked ship heading
N.E. at 6 P.M. wind hauled to N.W. blowing
up with rain thick soon ship took in sail
heading N.E. This day employed repairing
fore & main top. J. Sails. finished & bent the
fore end. saw several finbacks & C

Lat 50.43
Long

Wednesday Jan 24th 1849
 Throughout this 24 hours strong gales
 with bad sea, wind variable from
 W. by N. to N. by W. ship heading from
 N.E. to N.W. by N. latter part squally with
 some rain. fore part close reefed topsails
 the latter double reefed
 Lat 50.50
 Long

Thursday Jan 25th 1849
 Throughout this 24 hours fresh wind from
 S.W. with a heavy swell, steering N.W.
 employed setting elephant blubber
 repaired m.t.g. sail & bent it
 saw 2 finbacks

Lat 49.50
 Long 168.37

Friday Jan 26th 1849
 Throughout this 24 hours strong gales
 from S.W. squalls of rain & heavy sea
 fore part steering N.W. the latter N.E.
 at 8 P.M. the gale increasing close reefed
 the main topsail, furled the fore topsail
 took in waist boat steering N.E. quarters
 watchy

Lat 47.45
 Long 173.47

Saturday Jan 27th 1849
 Throughout this 24 hours a heavy gale from
 S.W. steering N.E. under close reefed
 main topsail & foresail, latter part
 moderating

Lat 45.50

Journal of the U.S. Schooner "Albatross"
Sunday January 28th 1849
Throughout this day fine weather wind
from S.W. steering N.E. latter wind
from N.W. steering E. by N. at 8 P.M.
took in fore sail & m.t.g. sail. let quarter watch,

Lat 44.51
Long 177.01

Monday Jan 29th 1849
Fore part light winds from S.W. steering
E by N. the latter part wind South flowing
fresh steering E. by E. employed working on
rigging. Ships duty done at 8 P.M. took in
mains & l.g. sails. quarter watch

Lat 44.40
East Long 177.31.6

Tuesday Jan 30th 1849
Throughout this 24 hours fresh winds
from E. by E. fore part heading S. the
latter S.E. & S.W. by S. under all sail employed
making spun yarn. over rigging on rigging &c.
at 8 P.M. took in. courses & top S. sails.
heading S.W. by S. quarter watches

Lat 43.37
West Long 178.58.7

Tuesday 31st Jan 1849
Throughout this day strong gale from E.N.E.
with rain. Ship heading S.W. by S. under
double reefed topsails Lat -

Wednesday Jan 31st 1849
Commenced with light winds from E. by E. with
plenty of rain. at 8 A.M. cleared up wind shifted
with light breezes from N.W. ship heading
N.E. latter blowing fresh from N.W. with rain
steering N.E. saw a number of fin backs
crew employed at ship's duty. at 8 P.M.
took in sail heading N.W. by N. 10 ends
Lat 46.05
Long

Barth Franklin. Alexander Cooper. Master. Cruising off Clatham isle
Thursday February 1st 1849

Throughout this day light winds from
the westward. Steering by the wind N.W. by W.
employed at ship duty. at 4 P.M. took
in W. by S. sails. & Courses & Ship heading N.W. by
wind light air. Quarter watch. So ends

Lat 45.38
Long 176.03

Friday Feb 2nd 1849

Throughout this 24 hours light winds from
from N.W. by E. heading N.W. by E. Part
wind hauled to N.W. & N.W. by W. Ship heading
from W. by S. to W. by E. employed making
Spinnaker. repairing the Captain and
putting it down by the Stowage &c

Lat 44.46
Long

Saturday Feb 3rd 1849

Commenced with light air, with plenty
of rain throughout. at 10 A.M. blowing
hard in squalls from N. Ship heading
E. by E. took in Sail. the latter part
wind shifted to S. by E. Ship heading
S.W. employed washing ship &c

Lat 44.00 Observed

Sunday Feb 4th 1849

Throughout this 24 hours fine weather
fine part wind from the Southward
latter from E. by S. Steering North. under
all Sail. Set 2 fimbarks. at 8 P.M. took
in the Courses & light sails. So ends

Lat 44.22
at 10 A.M. Long 177.27
at 3 P.M. Long 177.14 1/2

Barth Franklin at Chatham islands Cruising
Monday Feb 3rd 1849

Throughout this 24 hours fresh winds from N. by E. for part ship heading E. by N. the latter, ear wind from N. by W. ship heading N. by E. at 4 P.M. saw Chatham ahead. likewise saw a small low island & points of our lee bow & 2 reefs one of our lee beam. the other staff the lee beam abearing West. South by. from Chatham island. our chart gave nothing there at 6 P.M. took ship heading W. & N. by N. being dist 10 miles. Misty weather throughout. at 8 P.M. commenced raining took in sail heading W. by N.

Lat 43. 55
Long 177. 07

Tuesday Feb 4th 1849

Throughout this 24 hours, fresh winds from N. & N. by W. standing in for the island at 10 A.M. saw it rising along the north side of it at 4 P.M. dist from the island 7 miles saw a boat coming lay aback for her. it contained 2 white men & 6 natives at blowing fresh they will stay all night. we have engaged some potatoes &c

Lat 43. 34
Long

Wednesday Feb 5th 1849

Throughout this 24 hours fresh winds from N. by W. standing off & on the North side of Chatham island. Capt. Cooper and Mr. Miller on shore with 2 boats. he got about a ton of potatoes & 16 bags. a few cabbage. carrots. beans. peas. &c. at 8 P.M. came on board. put the ship of steering W. N. W. under all sail wind light so ends

Thursday Feb 8 1849
 Throughout the 24 hours light air
 from S.E. Maining Mr. P. W. employed
 at ships duty

Lat 43. 11

Friday Feb 9th 1849
 Throughout this day fresh winds from
 N. N. W. Ship heading N. by E. and
 Mr. W. & Mr. P. W. latter had wind
 increasing took in light sails, employed
 repairing Mainmast. & bending it.
 ends with very appearance of bad weather

Lat 42. 54
 Long 177. 11. W.

Saturday & Sunday 10th 1849
 For part light winds from the Northward
 Ship heading from W. to N. W. the latter
 from N. W. Steering N under all sail this
 day the Chronometer stopped. The main Spring
 being broke

Lat 42. 45
 Long. D. R. 178. 22 E

Course N

Monday Feb 12th 1849
 This day commences with light winds
 from the Eastward. Steering N. Middle
 part. Calm. the latter light winds from
 N. Ship heading N. W. W. employed
 repairing the foresail. finished and bent it
 Saw one finback. ends with a fresh
 breeze from N. by E. Ship heading N. W. by W.

Lat 41. 56
 D. R. Long 178. 56

Tuesday Feb 13th 1849

Commenced with strong winds from N. by W. ship heading N. and N. by W. Middle part heading E. S. E. latter part wind from S. W. Steering N. under double reefed topsails, employed getting out water casks by saw a school of grampuses

Lat. 41.34
Long. D.R. 178.45 E

Wednesday Feb 14th 1849

This day fresh winds variable from N. N. W. to W. Steering by the wind to the best advantage (course) N. W. bound for Duck Island New Zealand employed getting out & clearing casks for water, painting mainmast & ends with fresh winds from N. ship heading N. N. W.

Lat by Obs 40.05
Long per Lunar 179.50 W

Thursday Feb 15 1849

Few part strong winds from N. W. ship heading N. W. & N. E. by N. middle part wind light heading N. S. W. latter wind from the Southward Steering N. W. this day employed getting out water casks

Lat 39.52
Long per Lunar 178.45 W

Friday Feb 16 1849

This day Commenced with strong winds from the S. W. with lightning Steering N. W. by N. at 5 AM saw the North island of New Zealand. at Noon dist from the land 10 miles wind light and variable the East Cape in sight bearing N. the latter part the wind light and variable. employed breaking out & stowing casks for water painting companion way, Mizzenmast & saw a number of fires along shore at 4 PM could distinguish the natives walking on the shore. likewise canoes at 4 PM East Cape bearing N dist 42 m Lat 38.20
Long

Saturday Feb 17 1849

Throughout this day light air from the N. and N.W. calm at intervals at 10 & 16 of the East Cape dist 6 miles: went on shore with 2 boats. got $\frac{1}{2}$ a boat load of onions 22 $\frac{1}{2}$ bush Corn. $\frac{1}{2}$ came on board

Lat 37. 44

Sunday Feb 18 1849

Throughout this day fresh breeze from N. to N.W. of the East Cape. dist at noon 4 miles. went on shore with one boat got 25 bush Corn. at 4 P.M. came on board beating to the best advantage for Auckland

Lat 37. 35

Monday Feb 19 1849

Came W.

Fine part light winds from N. & N.W. Standing of air on. at 10 A.M. Capt Cooper & Mr Miller on shore at 4 P.M. came on board with some potatoes & a large quantity of onions & wind from the E.S.E. steering N. by N. & sail in sight steering to the westward 1 a sloop, the other a Brigantine

Lat 37. 35

Tuesday Feb 20th 1849

Fine part light winds from E.S.E. steering N. by N. Middle part calm. latter light air from N. steering N.W. employed unloading onions. putting corn in casks &c. Saw the land. also 2 sail. the same we saw yesterday. &c ends

Wednesday Feb 21 1849

Throughout this 24 hours light winds from the Northward heading S by E part W & N.E. W. latter W. by N. & N by E. Saw the land, White island at 6 P.M. Marion island bearing S by W. and the Alderman of 4 points of our star bow the main land ahead. This day employed painting Cabin and ships duty. E. by cables

Lat 37.00

Thursday Feb 22 1849

Throughout this 24 hours light winds from the Northward & pleasant. at 4 P.M. Barrier island. Cape Colville in sight ahead at 4 P.M. in the straits between Cape Mercury & Cape Colville at 4 P.M. passed the Watchmen steering S.W. at 7 P.M. took in light sail. hauled up the courses & lay aback throughout the night heading N.W. fore part. at 11. were round heading E. by S. latter part employed landing chains. and getting Anchors of the bow &c. dist from Auckland at 7 P.M. 35 miles

Lat by Obs 36.20

Friday Feb 23 1849

Throughout this 24 hours strong breezes from the N.E. at 4 A.M. of Point-Rodney kept off for Auckland. and at 1 P.M. came to of the town moved the ship in 7 fathoms. the lar watch ashore on liberty the star getting a raft ready for water &c

Saturday Feb 24 1849

This day strong winds from N.E. the star watch on liberty ashore the Lar watch ashore for a raft of water &c. This night left 1 boatswain & 3 men ashore to fill the raft as the water runs very slow. having filled but 7 casks. blowing & raining very hard all night

Sunday Feb 25th 1849

Throughout this day rain at intervals
the lar watch ashore on liberty

Monday Feb 26 1849

This day fine weather brought of the raft
of water. 75 bls. and sent another ashore up the
river 14 Casks 90 bls with Mr. Miller. got 1 1/2 tons
of potatoes out of the schooner Rebecca. The
Star watch ashore on liberty

Tuesday Feb 27th 1849

This day got of the raft of water. 90 bls
and brought of 4 Casks of sperm oil
which has been sold. prepared another raft
for water & got 1 1/2 tons of potatoes -
the lar watch ashore on liberty

Wednesday Feb 28th 1849

This day fine weather the Star watch on
shore on liberty. the lar employees on
ships duty

Thursday March 1st 1849

This day fine weather. the Star watch
ashore on liberty. the Star getting of a
raft of water. washing ship outside &
this day punished a man. Charles a Portuguese
5 days before having been sent on shore on ships
duty. to fill a raft of water. he asked permission
of the 3^d Mate to go of for 5 minutes to see his
Cousin. he gave him liberty to go for that time
he staid 2 or 4 hours. and came back
partially intoxicated. the 3^d Mate Mr. Miller
enquiring why he staid so long he gave him
abuse, telling him he did not ship money
him. and would not obey him. that he
would let the Casks turn over. and if
Capt wanted to get the raft full let
him hire natives. for he had been in the
ship 18 Mos and had made nothing

Carried over

Thursday March 1st 1849

for this he was reprimanded by the Captain and not allowed any more liberty - but kept at work every day. This morning he came to me to know if he could not go on shore I told ^{him} no, and the reason, he said he had 2 shirts on & that he did not want to loose them and someone must pay for them, that he should not be the man he had been. I called the Capt he told him the same that he must pay him \$5.00 for them, the Capt ordered him to stop & go forward 3 or 4 times he would not go but still continued his insolence. The Capt ordered me to tie him up I did so the Capt gave him 2 lashes when he broke loose by the Capt's order I tied him up again he gave him 10 more, I then cut him loose. He requested to be discharged. I wanted to see the Consul. The Capt brought the Consul Mr Fitzgerald on board who investigated the matter, who said that Capt Cooper had done perfectly right. The man confessed that he had many wrong witnesses were all against him. Mr Fitzgerald said that it lay at Capt Cooper's option to discharge him or even to punish him still more; he said before he was flogged. When the Capt was getting a piece of sitting stuff, that if he could not make a voyage one way he would another, intimating he had made nothing and he would give the Capt occasion to flog him & make him pay for it when he got home. Capt Cooper asked him if he would obey Mr Hillin & Mate, his answer was No, he did not ship under him and he would not obey him.

Friday March 2nd 1849

This strong winds employed stowing down water in Steerage hold. Sent 4 Casks of sperm Oil on shore. Rod gauge 21.66.14 galls likewise sent 2 hogs ashore which weighed 4.55 @ alive. Prepared a raft for water this day. Star watch ashore on liberty. Discharged Charles & let him go ashore.

Saturday March 3rd 1849
This ^{day} got a raft of water & stowed it down
100 bbls. this day lar watch ashore on liberty

Sunday March 4th 1849
This day fine weather. the Star watch
ashore on liberty

Monday March 5th 1849
This day fine weather ready for sea. when
calling all hands in the morning to wash
dicks found 3 of them missing they
went off day daylight. names John Cuffee
Jacob Bush. Frank Serrell. having suspicion
that they were on board of some of the vessels
got the police & searched a number of them
saw one get under way and go up the river
pursued & caught him the police put
irons on them took them ashore in the
meantime the Carpenter a portugese run
away he having went in the boat ashore. latter
part took up the Tar Anchor

Tuesday March 6th 1849
This day fine weather. brought John Cuffee
Frank Serrell & Jacob Bush on board
and set them to work. took on board
1 box of soap. 1 bag Coffee & 2 bag sugar

Wednesday March 7th 1849
This day fresh winds from N.W. shipped
2 men brought them on board. could
not find the Carpenter. the names of the
men are Patrick Gorman & William Whitford
sold 2 bbls of Mash. R. at 4 PM got under
weigh. got foul of an English ship. carried
away then fly. libbom. went on board
and paid them for it 2 PM. at 12 PM
passed the Watchman steering E. N.E.
at 4 AM steering N. having passed
the Great Barrier island

Barth Franklin Bound for N.W. Coast of America

Thursday March 8th 1849

Throughout this 24 hours light winds from W. & W. pleasant steering N. & N. by E. employed stowing tar. Anchor repairing steering sails & the land in sight of our Lar quarter. so ends

Lat 35.39
Long 175.52

Friday March 9th 1849

Throughout this day light winds & pleasant from S. & S.W. steering N. by E. employed repairing an old topsail &

Lat 34.16

Saturday March 10th 1849

Throughout this day light winds from S. & S.W. pleasant steering N. by E. sent out fore & M. & lower steering sail. & main L. & steering sail. unbent the main topsail, and sent up an old one. latter part repairing another old topsail. at 4 P.M. saw a sail 2 points of our Lar bow. so ends

Lat 33.16
Long 177.03

Sunday March 11th 1849

Throughout this day light winds from E. to N.E. ship heading from N.W. to N. by E. by the wind. Course N.W. & saw 3 sail. so ends

Lat 32.16
Long 177.25

Monday March 12th 1849

Throughout this day fresh winds from E. N.E. steering by the wind. heading from N. by W. to N. by E. saw nothing. employed repairing an old topsail &

Lat 30.30
Long 177.25

Tuesday March 13th 1849

Throughout this day fresh winds from E. N. E. ship heading N. & N. by W. Course N. E. employed repairing old foresail. fore part beat down the fore topsail. and sent up an old one. Dr

Lat - 28.. 38
Long 177.. 42

Wednesday March 14th 1849

Commenced with fresh winds from E. N. E. ship heading N. the latter part wind from N. E. blowing strong rain at 7 P.M. put 2 reefs in the topsails ship heading N. W. by N. & N. N. W. fore part employed setting up topsail & top. g. rigging. fly jib stay & ends with the appearance of a gale

Thursday 15th 1849

This day a heavy gale from E & E. N. E. with plenty of rain. a very bad sea. ship heading N. & N. by W. fore part split the main topsail badly. latter part moderately. sent the main topsail down & bent another, & one new buntline, & made sail double reefed topsail & jib. at 1 P.M. wind hauled round to N. W. ship heading E. N. E. weather still looking very wild with heavy swell

D R Lat 25.. 00
D R Long 177.. 00

Friday March 16th 1849

Throughout this day strong winds fore part from the N. W. steering N. E. employed at ships duty Dr

Lat 24.. 29
Long 178.. 55.

Saturday March 17 1849

Throughout this 24 hours strong gales from N. N. W. with plenty of rain. ship heading to the N. E. latter part wind hauled to the N. W. ship heading N. N. E. at 8 P.M. wind light from N. W. steering N. by W. made all sail on her & ends

Lat D. R. 23.. 50
Long do 179.. 30 W.

Port Franklin. M. Cooper Master bound for N.W. Coast
Sunday March 18. 1849

(Came N.W. &
(n)

Throughout this 24 hours fine weather
wind light from the Southward steering
N.W. & steering sails out. saw one Linbeck &

Lat 23. 15
Long 178. 01. W.
(n)

Monday March 19th 1849
Throughout this 24 hours fresh winds from
the N.E. & E.S.E. steering N.W. & under all
sail. employed repairing a boat. finished
repairing and old foresail. working on
the rigging &c. at 9 A.M. got a lunar
observation.

Lat 21. 55
at 9 A.M. Long per Lunar 177. 36. W.
do do Chro 177. 29
Diff 7

Tuesday March 20th 1849

Throughout this 24 hours fresh winds
from the N.E. lower part steering N.W. & the
latter N.E. employed working on the rigging.
blacksmith making a shive for the main
topmast head. finished repairing boat and
put her overhead &c. to ends

Lat 19. 54
at 9 A.M. Long per Lunar 176. 51 W.
Chro 176. 43
Diff 8

Wednesday March 21 1849
Commenced with strong winds from N.E.
squally with rain. Middle & latter part
good weather. steering N.W. employed
at all sundries

Lat 17. 33
Long 176. 22

Thursday March 22 1849

Throughout this 24 hours light winds from
S.E. & E.S.E. steering N.W. by W. employed at
ships duty. fore part plenty of rain and
with light winds from E. N.E.

Lat 15. 50
Long 176. 52

Friday March 23 1849

Throughout this day fresh winds from N.W. to
W. N.W. tack & tack Course N.W. by W. fore
part squally with plenty of rain. latter part
employed coopers in spin oil main hatch
below deck. at noon saw the island of
Allifetti bearing N.W. by N. dist 40 miles &c

Lat 15. 35
Long 177. 06

Saturday March 24th 1849

Throughout this 24 hours fresh winds from
the Northward. steering by the wind tack &
tack. fore part split the fore top rail sent it
down. and another up. the remainder of the
day employed repairing it. &c

Lat 14. 36
Long 175. 46. 72

Sunday March 25th 1849

Throughout this 24 hours fresh winds from
the Northward steering by the wind fore part
to the N. by N. the middle & latter E by N. & E. & E

Lat 14. 35
Long 174. 56

Monday March 26. 1849

Throughout this 24 hours light winds from the N. fore part heading E. by N. the middle & latter parts heading N. by E. employed repairing an old topsail &c.

Lat 14. 26 S
Long 175. 38 W.

Tuesday March 27th 1849

Fore part Calm the latter part light air from the Eastward. Steering N. by E. employed repairing an old topsail. working on the rigging &c. ends with light winds from S.E.

Lat 14. 20
Long 175. 50

Wednesday March 28 1849

Throughout this 24 hours fresh winds from the Eastward. variable from E. to S.E. Steering N. by E. employed setting up the bobstays, finished the topsail & set it up to the main, drawing yarns for making spun yarn &c.

Lat 13. 06
Long 176. 09

Thursday March 29th 1849

Throughout this 24 hours winds from E. by N. to S.E. variable fore part some rain thunder & lightning. employed at ships duty. Steering N. by E. to N. by N. W.

Lat 11. 17
Long

Friday March 30th 1849

Throughout this 24 hours wind light & variable from N.E. to S.E. steering S by W fore part the foot rope of the main topsail parted & split the sail sent it down & repaired & sent another up. the latter part employed repairing it. L

Lat 9.37

Long 174.41 W

Saturday March 31st 1849

Throughout this 24 hours light winds variable from N.E. to S.E. Course N.W. by W fore part finished repairing an old topsail. sent it up forward. latter part sent the foresail down & bent an old one. repairing the other. L

Lat 7.53

Sunday March April 1st 1849

Throughout this 24 hours light winds variable from N.E. to S.E. Course N by W.

Lat 4.50

Long 174.50 W

Monday April 2nd 1849

Throughout this 24 hours light winds variable from S.E. to N. Course N by W. employed working on the rigging. took the windlass of the bits to cork round the sampson post bits to wedging. the fore mast

Lat 1

Tuesday April 3 1849

Throughout this 24 hours winds light
variable from N.N.E. to S.E. Course N.W. by N.
employed setting up the lower rigging. ~~By~~
took in the main-boat to repair. put
out another.

Lat 5..51
Long 177.17

Wednesday April 4 1849

Throughout this 24 hours light winds
from N.N.E. for part the middle & latter
from S.E. steering N.W. by N. & N.N.W.
employed setting up lower rigging caulking
the water ways forward put in a graving
piece.

Lat 4..50
Long 178.22

Thursday April 5th 1849

Throughout this 24 hours light winds
variable from S.E. to N.W. Course N.W. by N.
rain squalls for part employed setting
up rigging caulking forward &c.

Lat 4.12
Long

Friday April 6 1849

Throughout this 24 hours variable
winds from S.E. to N. Course N.W. by N.
for part squalls with rain, thunder &
lightning. latter part employed repairing
a foresail. &c.

Lat

Saturday April 7 1849

Throughout this 24 hours fresh winds variable
from N.W. by E. to N.E. Course N.W. by N. employed
setting up topmast backstays &c. caulking
on the fore-castle & ends with fresh winds
from E. N.E. -

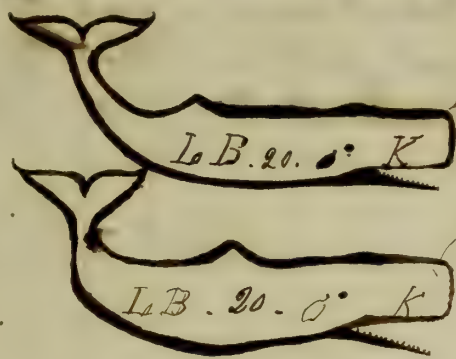
Lat 3..04. S.
Long 179.00 E.
(11)

Sunday April 8th 1849
 Throughout this 24 hours stiff breezes
 from the Eastward, steering N.W. at
 11 A.M. saw a breach of a whale
 could not tell what kind as he came
 up to windward the next time 3 miles off
 ends with fresh winds from E.

Lat 1.04. South
 Long 178.20 E.

Monday April 9th 1849
 Throughout this 24 hours fresh winds from
 the E. & S.E. fore part steering N.W. the
 latter N.W. employed rattling down main
 rigging caulking the deck foreward putting
 in graving pieces &c

Lat



Tuesday April 10th 1849
 This day light winds from S.E. steering
 N.W. at 7 A.M. saw a school of sperm
 whales. cows & calves lowered. the Lar boat
 struck & killed one a cow. took him
 alongside. at 1. P.M. saw some more lowered
 the Lar boat struck & killed another
 took him alongside. cut them both in
 steering to the N.W.

Lat 2.27

Wednesday April 11. 1849
 Throughout this day fresh winds from
 the N.E. saw sperm whales. chased
 all day without success. could not get
 near them. they were all going fast to
 the N.E. at sunset took in light sail
 standing tack. & tack through the
 night employed boiling.

Lat 3.04

Thursday April 12. 1849

Throughout this day light winds from the E. N. E. ship heading to the S. E. Middle & latter heading N. by E. employed boiling at 6 A.M. Pitts Island in sight of our lee beam bearing W. dist. 15 miles ends with light winds & showery

Lat 3. 25
Long per Chron 175. 05

Friday April 13th 1849

Throughout this 24 hours fresh winds from the E. N. E. ship heading N. & N. by E employed boiling at 7 P.M. steering S. N. W found a very strong S. W. Current

Lat 4. 23
the Lun. agrees with Long per Lun. 173. 14
Pitts Island Co Chron 174. 41
Diff 1. 27

Saturday April 14th 1849

Throughout this 24 hours squally with plenty of rain. wind from the Eastward fair part. steering S. N. W at 8 P.M. steering west. fine weather

Lat Sun Obscure

Sunday April 15th 1849

This 24 hours fine weather wind from E. N. E. steering W. at 6 A.M. saw land Mulgrave islands ahead. and of both bows. dist. 8 miles. steering along the land to the S. W. a number of canoes came off. but all they had was a few Coconuts & Mats. at 6 P.M. steering W. by N. with rain squalls

Lat 5. 52
Long per Chron 174. 03
Long Lun. 172. 33
Diff 1. 30

Monday April 16 1849

Throughout this 24 hours stiff breeze from the Eastward. Steering N. by E. Squally with plenty of rain. fore part employed Coopers. sperm oil & latter part seat in the fly jib boom to fix the withe in its place. at 4 PM saw the Rakick chain the South island bearing N. by N. by compass dist 15 miles at 8 PM steering to S. W. ends with strong winds from East

Lat 5.55

Tuesday April 17. 1849.

Throughout this 24 hours strong breeze from N.E. & E. N.E. Steering N.W. by W. employed repairing a foresail. rattling down main rigging at 1 PM. saw Boston Island from the mast head. of our lee beam. latter part squally with rain.

Lat 5.52

Long 168.25

Long Cho 169.00
Diff 35

Wednesday April 18th 1849

Throughout this 24 hours strong gale from E. & N.E. Squally with rain. Steering N.W. by W. Split the fore. V. G. sail & fore. 1st m. Studding sail latter part employed repairing the top gallant sail & ends with bad weather

Lat 7.42

Long 166.21

Thursday April 19 1849

Throughout this 24 strong gales. Squally with plenty of rain. wind from N.E. fore part steering N. by N. to the middle & latter N.W.

Lat 9.06

Long 164.05

Friday April 20th 1849
Throughout this 24 hours fresh winds
from N.E. & N.W.E. Steering to the N.W.
employed repairing F.C. Sail &c

Lat 10.40 S.
Long 162.10 E.

Saturday April 21 1849
Throughout this 24 hours fresh winds
from N.E. for part steering N.W. & the
latter N.W. employed making spun yarn
by some rain! saw a school of black fish

Lat

Sunday April 22 1849
Throughout this 24 hours fresh
winds from N.E. & E.N.E. Steering
N.W. & N.W. & N.W.

Lat 14.12
Long 158.28 E.

Monday April 23 1849
Throughout this day fresh winds from
N.E. & E.N.E. Steering N.W. & N.W.
employed repairing the Main C.J. Sail
Coasting from oil &c

Lat 16.33
Long 157.38

Tuesday April 24th 1849
Throughout the 24 hours light wind
from N.E. Steering N. by E. employed
repairing a topsail. Caulking the deck
forward. &c

Lat. 18. 15
Long. 157. 27

Wednesday April 25th 1849
Fore part light winds from the
Southward the latter from E.
Steering N. by E. employed repairing
a topsail. Caulking round the main heads
&c

Lat 19. 26
Long 157. 30

Thursday April 26. 1849
Fore part calm the latter fresh winds
from N. by E ship heading N. W. ends with
wind from E. by E ship heading N. by E.
Course N. by E. employed repairing a
topsail. Caulking &c

Lat 20. 10

Friday April 27. 1849
Throughout this 24 hours fresh breezes
from E. N. E with a heavy swell. Ship
heading N. by W. fore part some rain.
finished repairing the topsail.
Caulking. blacksmithing. Cooper repairing
Casks &c

Lat 21. 55
Long 157. 06

Saturday April 28th 1849
Throughout this 24 hours light winds
from E. & E. by N. Steering N. by W.
employed beating out in the Steerage
hold. for water. Moleps & John Park
Cz

Lat 23. 10
Long 155. 53

Sunday April 29th 1849
This day light winds from the S.E.
pleasant. Steering S. by E. ~

Lat 24. 24
155. 46

Monday April 30th 1849
Throughout this day light winds from
S.W. for part rain shower latter part
clear. Steering S. by E. employed fitting
new cutting block straps, blocks mending
Carpentery Cz

Lat 26. 09

Tuesday May 1st 1849
Throughout this light winds from S.W.
Steering S. by E. employed fitting new
cutting block straps. blocks mending Carpentery
Cz. working on rigging ~

Lat 27. 49
Long 157. 11

Wednesday May 2nd 1849
Throughout this 24 hours light winds
from S.W. Steering S. by E. employed
fitting block straps for upper blocks. caulking
Cz at 8 P.M. the wind shifted to N.W. in
a rain squall ~ so ends

Lat 28. 38
Long

Thursday May 3. 1849.

Throughout this 24 hours strong winds with large sea. fore part from N.W. ship heading N.W.E. the latter from N. & N.E. ship heading N.E. & E.N.E. employed grafting block straps caulking &c

Lat 30.31
Long 140.28..

Friday May 4. 1849

Throughout this day fresh winds from the Northward. Course N. steering by the wind to the best advantage. employed grafting block straps, caulking &c. the fore part. the latter part wind shifted to the N.W. ship heading N.W.

Lat 30.32
Long 140.37

Saturday May 5. 1849

Throughout this 24 hours light winds from N.E. & E.N.E. Course N. steering by the wind. employed grafting lower cutting block straps, caulking &c. Saw one finch

Lat

Sunday May 6. 1849

Throughout this 24 hours light winds from the Eastward steering N.W.

Lat 33.04
Long 141.00

This day tied the Cook up to the Main rigging. Capt Cooper gave him a Doz with a piece of rattan for getting wood out of the sperm oil. & stowing it in the Storage hold. without orders. he having been repeatedly told, weather growing bad, with every appearance not not to do so. - - -

Monday May 7. 1849.

Throughout this 24 hours strong winds from S.E. fore & middle parts steering N.W. the latter N.W. employed coopers, our ~~stow~~ side between decks. put 57 bbls. the of a gall. took in light sails. Main sail. put 2 reefs in fore topsail. &c

Lat 34.26
Long 140.40

Park's Franklin M. Cooper found Tanistchatka

Tuesday May 8th 1849

Throughout this 24 hours strong gales from
S.W. with fog at intervals. Steering N.W. by
employed blacksmithing. Carpentery
ships duty &c

Lat 36.00
Long 159.00

Wednesday. May. 9. 1849
Throughout this 24 hours light winds
from N.W. by the wind N.E.
fog at intervals. employed blacks on thing
Carpentery. ships duty &c

Lat 37.11
Long

Thursday May 10 1849

Throughout this day fresh winds from
the Eastward steering N. employed putting
whelps on the windlapp &c

Lat 39.40
Long 158.33. E

Friday May 11th 1849

Throughout this strong winds from
E. & S.E. rain & fog. Steering N. saw
a piece of blubber. at 7 P.M. took in sail
steering N.W. quarter watches end with
fog & rain -

Lat 42.00

Saturday May 12th 1849
 Throughout this 24 hours strong gales
 from the middle part - wind from N.E. or
 ship heading N.E. the latter part wind
 hauled to N.W. ship heading N. this day
 repaired f.l.m. staysail & sent it packing
 old cutting block strap & saw 2 finbacks
 at 7 P.M. took in sail. ends with cold & bustling
 foggy weather -

Lat 42.52
 Long 154.38. E -

Sunday May 13th 1849
 Throughout this 24 hours strong gales
 from N.W. ship heading N. saw 2 or 3 whales
 at 7 P.M. took in sail. heading N. ends with
 cold foggy weather. the thermometer
 standing at 38

Lat 44.20
 Long 155.00

Monday May 14th 1849
 Throughout this 24 hours strong gales
 from the Northward. fore part heading
 to the E.S.E. the latter N. saw 2 right
 whales going fast to windward did not
 lower. saw several finbacks. ends Moderately
 took in sail

Lat 44.30
 Long 157.35

Tuesday May 15th 1849
 Throughout this 24 hours light winds
 from N.W. heading N.W. saw a number
 of finbacks. employed sending aloft the
 cutting pennant & blocks. heaving new
 fore & gallant braces & ends with moderate
 weather. the thermometer at 38.

Lat 44.55
 Long 159.12

Wednesday May 16 1849.
 Throughout this 24 hours light winds
 from S.E. steering N.W. by E. for part
 latter N.W. by W. misty, light fog at
 intervals. Employed working out in the
 Message hotel for old castles for the Cooper
 to repair the Captaining the ship.

Lat 46..00
 DR Long 158..25.

Thursday May 17th 1849
 Throughout this 24 hours light winds from
 N.E. for part steering N.W. at 10 A.M. saw
 2 small whales. Chased one of them till
 4 P.M. without success. being very wild
 latter part by the wind heading S.E. at
 7 P.M. took in sail. saw 2 more whales
 to late to lower ends with the appearance
 of bad weather.

Lat 46..40
 Long 157..40

Friday May 18th 1849
 Throughout this 24 hours strong gales from
 the N.E. fog & rain made no sail. heading
 S. to ends

Lat No Obs

Saturday May 19th 1849
 Throughout this day fog & rain for part
 wind from S.E. the latter from S.W. lying to
 under easy sail

Lat DR 46..25
 Long 156..20

Sunday May 20th 1849
 Commences with strong gales from
 N.W. with rain middle moderating
 cleared up. made some sail steering
 West. Saw 2 whales supposed them
 to be finbacks at 8 P.M. took in sail
 steering West under double reefed topails
 quarter watches. wind light from N.E.

Lat 46..41
 Long 155..50

Monday May 21 1849

Had part light winds the middle & latter, strong from the southward steering W. latter fog. Saw one whale supposed him to be a humpback at 4 P.M. took in sail & were ship heading E.S.E.

Lat 46.19
Long DK 152.30

Tuesday May 22 1849

Had part light winds from the Southward at 6 A.M. saw the island of Navikan one of the Kurile islands ahead middle part light air & calms, trying to get into the Okotsk at 4 P.M. being within 6 miles of the land the came out strong from N.W. in a squall. the wind being ahead took in sail & lay to heading N.W. saw a number of finback fog at intervals ends with the wind N.W.

Sat

Wednesday May 23 1849

This 24 hours fresh winds from the N. steering by the wind N.W. at 4 P.M. passed the North end of Compa island dist 20 miles and went into the Okotsk sea. at 10 A.M. saw a right whale chased without success not seeing him after we lunched. Saw round island. at noon passed it dist 20 miles saw 2 other islands the southward of round island this night carrying sail steering N.W. bound for the Japan Sea, sent down Main topsail & bent another,

Lat 46.48
(N)

Thursday May 24th 1849

Throughout this 24 hours fresh winds from N.E. steering fore part W by S. the latter N.E. Mr. M. employed repairing the topsail we went out the day before finished & sent it up forward. Saw 2 finbacks at 6 P.M. blowing strong put 2 reefs in the topsails. at 12 took in sail it blowing & raining hard

at 46.42
Long 147 09

Barre & Maudslayi bound for the Arctic Ocean

May 25th 1849 Friday

Throughout this day rain wind from G.E.
See how 1. Ship heading E. by E. the latter part
wind from E. Ship heading E. by E. ends with
wind from E. by E. Ship heading north this day
made no sail. Saw nothing so end

Lat 46. 20

Saturday May 26th 1849

Throughout this 24 hours strong winds from
N. by E. steering N. by E. at 3 P.M. Spoke
the Ship Mary & Susan of Gloucester 2200 lbs
4 whales this season. had just came out of
the Japan Sea plenty of whales & plenty of ships
but the whales were very wild. he was going N
further the N.E. of Markian when he got whales
last season. he gave us & account of Capt. Roze
in the Arctic Sea. & this night carrying
double reefed topsails bound for the Arctic
Ocean.

Lat 47. 00
Long 144. 40

Sunday May 27th 1849

Throughout this 24 hours strong winds
from N. by E. steering by the wind N.E. bound
for the Arctic Ocean. the Mary & Susan
in sight fore part.

Lat 46. 50
Long 146. 15

Monday May 28th 1849

Throughout this 24 hours strong gales from
N. by E. steering N.E. & N.E. by E. latter part saw
a ship. Spoke her proved to be the George & Mary
Riddellton New London just out of the Japan Sea
4 whales this season, 1700 in all.

Lat 48. 02
Long 148. 02

Tuesday May 29th 1849
 fore part fresh winds from N.W. the middle
 part calm the latter light wind from West
 fore part steering N.E. by E. the latter to fore
 part employed coopers in the tank the latter
 repairing an old jib. finished and bent it -
 saw a sail of our land beam.

Lat 48.35
 Long 150.05

Wednesday May 30th 1849
 fore part light winds from N. by E. the middle
 & latter fresh winds from N. & N.W. steering
 E.N.E. employed packing over potatoes & putting
 them below. At 8 P.M. took in sail &
 lay to. quarter watches. ends with weather
 moderating.

Lat 48.55
 Long 151.55

Thursday May 31. 1849
 fore part strong gales from N.W. &
 N.W. at daylight made sail steering E by N.
 at 6 A.M. saw the land. the island of
 Paromosuen. 4 points of our star bow. & the
 island of Onkotan 13 points forward on star
 beam at 1 P.M. through the Straits. the wind
 light & variable. ends with strong breezes from
 N.W. ship heading E. latter part employed
 repairing a jib.

Lat 49.53
 Long 154.38

Friday June 1st 1849
 throughout this day strong winds from
 N.W. steering N.E. by E. employed repairing f.t. sail
 & gaff topsail & fore part saw the land
 Paromosuen. this day tied the Cook up
 & flogged him. the Capt gave him 18 or with
 a piece of rattan stuff for disobeying orders.

Lat 50.23
 Long 154.34

(Barque Franklin Bound for the Arctic Ocean
Throughout this 24 hours light winds
from N.W. pleasant. Saw a number of
whales. humpbacks. belugas bottom
finbacks &c. Steering N.E. sent the
foretop gallant sail & a new fly jib &c.

Lat 51. 27

Long 160. 34

Sunday June 3. 1849
Throughout this 24 hours light winds from
the Southward pleasant steering N.E.
Saw a number of humpbacks &c.

Lat 52. 20

Long 161. 53

Monday June 4. 1849
Commenced with rain, wind hauling to the
Eastward. commenced snowing. with N.E. ship
heading N.W. more ship heading E.S.E. Middle
part wind shifted to N.W. steering N.E. the
latter part weather moderating. set the main
t. j. sail.

Lat 52. 48

Long 163. 21

Tuesday June 5. 1849
Throughout this 24 hours light winds
& calm employed making spun yarn.
latter part Beerings island in sight
bearing N.E. Dist 100 Miles. Saw a number
of humpbacks

Lat 53. 30

Long 164. 47

Wednesday June 6. 1849
Throughout this 24 hours strong winds fore
part from N. & N.W. ship heading N.E. & E.N.E.
the latter from N.W. ship heading N.W. & N.
Course. at 10 A.M. saw Beerings island
bearing N. at noon Dist 53 Miles. Saw
Copper island likewise. at 7 P.M. ship
heading N.W. Copper island bearing N.W.
Dist 40 Miles. Saw a small right whale
did not lower for him.

Lat 53. 55

Long 166. 01

Thursday June 7th 1849

Throughout this 24 hours strong gales from N. & N.W. steering by the wind to E. Saw a right whale to hauled to lower.

Lat 54.25
Long 169.46

Friday June 8th 1849

Throughout this day strong gales from N.W. & W. steering N.W. Saw a dead whale took him alongside. commenced cutting the fluke chain started. lowered & got him again cutting nearly all night. end weather moderating

Lat 55.09

Saturday June 9th 1849

Throughout this 24 hours fine weather finished cutting in our whale commenced boiling latter part saw a number of whales. chased without success. missed one. Struck another, drew in about 3 minutes. so end. this night steering N. under all sail.

Lat 55.09
Long 173.07

Sunday June 10th 1849

Throughout this 24 hours light winds from S.W. steering N.W. Saw nothing employed boiling

Lat 55.27

Monday June 11th 1849

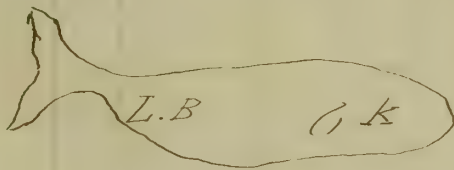
Throughout this 24 hours light winds from S.W. steering to the N.W. & N. at 2 P.M. saw a right whale lowered struck & took him alongside. will let him lay till morning employed boiling &c.

Lat 55.52
Long 175.02

Tuesday June 12th 1849

Throughout this light winds from S.W. at 3 A.M. commenced cutting at 10 finished employed boiling. steering N.W. by N.

Lat 56.27



Wednesday June 13th 1849

87 1/2
8 1/2
Fore part light airs from S.E. steering N.E. by N.
latter part calm. employed boiling. & drawing
down in the Stowage Hold. Lar side forward

Lat 59.50
Long 174.00

Thursday June 14th 1849

Throughout this 24 hours light winds from
N. & N.W. saw a number of whales struck
2 one the time parted, the other dragged
employed boiling. lay back throughout the night

Lat 57.59
Long 175.10

Friday June 15th 1849

Throughout this 24 fresh breezes from the
westward saw a number of whales struck
2 got one. the other cut from, run bad
Star quarter boat, took him along side &
cut him in employed boiling. Saw a ship
to leeward. ends with wind hauling to N.E.
Ship heading E.S.E

Lat 58.10
Long 175.29

Saturday June 16th 1849

Fore part wind from the N. & N.W. ship
heading E by N. & E.N.E. the latter part
fresh winds from N.W. & N by W. ship heading
N.W. & N.E. employed boiling. saw no
whales

Lat 58.08
Long 177.45

Sunday June 17th 1849
 Throughout this 24 hours strong winds
 from N.W. & N. steering by the wind N.E. & N.W. &
 employed boiling saw nothing ends with wind
 from N.W. ship heading N.W.

Lat 58. 19
 Long 180. 00

Sunday June 17th 1849
 Throughout this 24 hours fresh winds from
 N.W. & N. steering by the wind N.E. & N.W. &
 Course N. employed boiling latter part finished
 Carrying all sail for the Arctic Ocean. Saw one
 humpback -

Lat 59. 23
 Long 177. 20 West

Monday June 18th 1849
 Throughout this 24 hours fresh winds from
 N.W. & N. ship heading N.W. & N. fore part
 latter part steering Course N.W. & N. employed
 Stowing down 160 bbls of oil. Main hold Tar^d side
 the latter part thick fog. Saw a fur seal

160 bbls

Lat 60. 40
 Long 175. 31 DK

Tuesday June 19. 1849
 Throughout this 24 hours light winds fore
 part from N.W. ship heading N.W. & N. the latter
 from the westward steering N. employed
 tricking out in the fore peak for empty casks
 latter part thick fog. at 8. P.M. took in light
 sails ~~bridged~~ the Coamings up. at 10 sounded
 got mixed bottom in 20 fathoms. ends steering
 N.

Lat 64. 07
 Long 174. 15

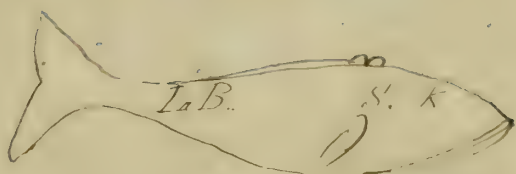
Franklin in Deering's Straits

Wednesday June 20th 1849

Throughout this 24 hours light winds from the Southward, fore part Fair. By 7 A.M. saw 3 ships 2 of them boiling the other cutting spoke one the Isaac Hicks New London. & one whale. the others were the New England 2 whales. & Alert. Saw numbers of whale of a small kind that I never see before & several polar whale. Chase all day without success could not get near them, they were so wild, the latter part fog at intervals, Steering N by E. under all sail got up the tar chain & bent it at 11 P.M. saw St. Lawrence island of our star beam

X

Lat



Thursday June 21 1849

Throughout this 24 hours light winds fore & middle part from S. Steering N by E. foggy at 10 A.M. cleared up a little while saw several polar whale. lowered & got a noble one, cut him in. the remainder of the day foggy at 11 P.M. cleared up. & let go the lar. Anchor in 25 fathom water about 45 miles N. from St. Lawrence island commenced boiling. ends with the wind blowing fresh from S.W.

Friday June 22 1849

Fore & middle part wind fresh from S.W. with fog employed boiling at 5 P.M. our chain parted. lost the lar. Anchor & 20 fathoms chain. set the foresail heading N.W. & N.W. at 4 P.M. cleared up made sail steering N.W. saw a ship at Anchor spoke her. she proved to be the Sarah of Mattapoiset. nothing better part saw some drift ice & a few whales

Lat 64. 54

Saturday June 23 1849

Throughout this 24 hours strong gales from the Southward with thick fog. Clear up at intervals standing in to N.W. saw plenty of ice as far as we could see. tacked ship. heeded E by S. saw 3 ships spoke one the General Scott of New London. 12 mos 350. lbs. middle part seeing ships every hour. latter part cleared up a little saw a number of whales. lowered. lar boat struck sounded & took the line in 5 minutes. it being so rugged could not hold the line. the whole top of water lost the line & 2 iron



Lat 65. 16

Bark Franklin in Beering's Straits. June 24th 1849

130 lbs

Commenced with strong winds from S.E.
sugg'd with fog at intervals, at 7 A.M. saw a
number of whales lowered struck one. The
men hauled in about 5 minutes, came on board
Commenced stowing down, main hold star
side 130 lbs standing back & tack. at 8 P.M. heading
S.W. saw the East Cape Continent of Asia. 4 points
of our lee bow, were ship heading E.N.E. saw the
rock & islands in the Straits ran to the lower of them
& lay to back drifting in to 11 when we braced the
yards standing by the wind tack & tack, under
double reefed topsails, fore part saw the General Scott

Lat 65. 48
Long 169. 10 1/2

Monday June 25th 1849

This 24 hours good weather wind from S.E. steering
N by E. S.W. went through the Straits, employed
finishing stowing down, scraping bone & spoke the
Ship Oozimbo of New Bedford clean. saw numbers
of scrag whale & one which we supposed to be a
Greenland whale going very fast to the southward
saw numbers of walrus & latter part nine lights
steering N by E.

Lat 67. 04
Long 169. 42

Tuesday June 26th 1849

Throughout the day light winds, steering N by E
Cape Seppings in sight. Saw numbers of
scrag whale. Saw the Oozimbo to take a whale
of some kind, one other ship in sight, employed
heaving out water, fore hold putting it in pipes
between decks, getting out empty casks &
at 10 P.M. dist from Cape Seppings 15 miles,
looked ship heading E.N.E. plenty of ice
extending a number of miles from shore
picked up a pine, tree 45 ft long &
Lat 67. 50



Wednesday June 27 1849

Throughout this 24 hours fine weather, wind
from the Northward, saw 2 whales, took one
one alongside, cut him in, fore part the
Oozimbo in sight

Lat 68. 00
Long 169. 10

Thursday June 28th 1849

Throughout this day fine weather wind from the Eastward. Saw a number of whales. took one alongside. Cut him in boiling oil.

Lat 68. 10
Long 167. 11

Friday June 29th 1849

Four part light winds. the latter strong breezes from the Eastward. Saw a number of whales. took one alongside. & let him lay the blubber room being full.

Lat 68. 19
Long 167. 20

Saturday June 30th 1849

This day good weather employed boiling oil.

Lat 68. 20
Long

Sunday July 1st 1849

This commences with strong breeze from the Northward the latter part a gale with ugly sea. four part chased whale with one boat, but rugged, came on board. Stowing down oil in fore hold Star side forward breaking out shocks oil. Saw a number of whales.

Lat 68. 40
Long 166. 47

Monday July 2nd 1849

Throughout this 24 hours a strong gale from the North with heavy sea. employed boiling stowing down oil. fore hold Star side. Saw a number of whales. & rugged to lower.

Lat 68. 40

Tuesday July 3rd 1849

This day a heavy gale from the North, employed boiling. Solting up shocks. breaking storage for empty casks. In this time a portuguese cut his foot in the blubber room. Mr Miller Sick also.

Lat 68. 48

Wednesday July 4th 1849

Throughout this 24 hours strong gales from the Northward with bad sea. employed boiling latter part finished saw several whales

Lat 68.

Thursday July 5th 1849

Throughout this 24 hours strong gales from the Northward, under easy sail, heading N.W. to employed stowing down oil in the fore hold. latter part wore ship heading E.N.E. saw several whales, supposed them to be scrag

Lat 68.25

Long 175.20

Friday July 6th 1849

Throughout this 24 hours strong gales from the Northward, under easy sail, employed stowing down oil in the fore hold. latter part wore ship heading N.W. to latter part wore ship heading E.N.E. set double reefed topsail, & bit saw nothing.

Lat 68.18

Saturday July 7th 1849

Throughout this 24 hours strong gales from the Northward. Ship heading N.E. & E.N.E. saw a number of whales hounded one boat, but being too rugged came on board, employed stowing down & blocked of the main Hatch 66 bbls, latter part breaking out stowage for empty casks

Lat 68.12
Long 173.48

Sunday July 8th 1849

75 lbs
Throughout this 24 hours strong gales from
the Northward. The latter part moderating
employed stowing down 75 lbs of oil to
the steerage hold (as held off) cleaning down
Lr. saw a few whales did not lower

Lat 48.00
Long 172.1

Monday July 9th 1849

W.B.S. - K
This day the weather moderate. wind from
the Northward. Saw plenty of whales struck
2. dived from one. at the other & cut him
in. chased several times when cutting. with
our boat. without success. latter part thick fog
so ended. repairing by 11 or 12. Lr.

Lat 47.43.
Long 172.10

Tuesday July 10 1849

Throughout this 24 hours light winds from
N. & middle part wind from the Northward
the latter from N.E. standing. tack & tack
thick fog the latter part cleared up for a little
while. saw nothing. one ship heaving N. by E
employed boiling & setting up shoals &
Lat

Wednesday July 11 1849

W.B.S. - S.K.
Throughout this 24 hours fresh winds from
N.E. & E. standing tack & tack. employed
boiling. fore part saw a few whales chased
without success. it coming thick fog came
on board. latter part cleared up for a little
while saw several whales lowered & took one
alongside & cut him in, ends with thick
fog & muzzed

Lat 38.24
Long 172.23

Thursday July 12th 1849
Throughout this 24 hours fresh winds from
E. S. E. & E. for at intervals short nasty sea at
times employed boiling & stowing down oil
in the fore hold for side latter part saw
several whales. chased without success

Lat 38.27
Long 172.00

Friday July 13th 1849
Throughout this 24 hours fresh winds from
the S. E. with a little rain at intervals saw
a few whales got one cut him in. employed
boiling

Lat 38.40
Long 173.26

Saturday July 14th 1849
Throughout this 24 hours fresh gales from
S. E. & S. W. fore part heading S. W. saw nothing
the latter part steering E. employed stowing
down oil in the fore hold, boiling & getting
up the Blacksmiths forge to make ribs
for the Copper. having searched all over
without finding any

Lat 39.12
Long 175.20

Sunday July 15th 1849
Throughout this 24 hours a strong gale from
S. & S. W. ship heading E. & E by S. a bad sea
running employed boiling & setting up shooks
latter part a driving rain. Blacksmith
making ribs &c. saw no whales

Lat 39.06
Long 172.40

Monday July 16 1849

Throughout this 24 hours a strong gale from S.W. by E. ship heading E. & by N. very bad sea running fog & driving rain at intervals. employed boiling & scraping bone (latter part finished) boiling the weather growing worse took in the foresail. saw no whales. ends with thick fog.

Lat 68.58
Long 169.10

Tuesday July 17 1849

Throughout this 24 hours a heavy gale from S.W. by E. ship heading E. at 11 A.M. saw the land Cape is borne. 4 points of our starboard. S.W. the Cape bearing 1/2 dist 12 miles. were ship heading N.W. employed stowing down oil in the fore hold & Steerage.

Lat 69.08
Long 168.12

Wednesday July 18th 1849

Throughout this 24 hours strong gale from S.W. by E. standing tack & tack. heading E. on one W. by N. on the other. employed stowing down oil in the Steerage & fore hold.

Lat 69.32
Long 167.36

Thursday July 19th 1849

Throughout this 24 hours S.W. by E. & S. a strong gale. with bad sea. employed stowing down oil in the fore peak. tank, standing tack & tack under single reefed topsails & foresail. to hold on the latter part heading E by S. & E. by E. fog at intervals.

Lat 69.52
Long

finished stowing
300

Friday July 20 1849

Commences with strong gale from S.W. & S. ship heading E. & E.S.E. suddenly saw the land dist- 15 miles. Middle & latter part fine weather. light winds from the Northward steering S.W. saw a dead whale. cut him in & commenced boiling so ends

Lat 69.40
Long 166.10

Saturday July 21 1849

Throughout this 24 hours light winds from S.W. pleasant. steering S. & S.W. employed boiling for part the land in sight

Lat 68.52

Sunday July 22 1849

Throughout this 24 hours light winds. fore & middle parts from the westward. saw number of serags latter part saw a dead whale. cut him & saw 3 ships 1 cutting. saw a few whales chased one without success. being wild could not get near him. employed boiling. saw the other ships whaling but they did not get any.

Lat 68.19
Long 170.00

Monday July 23 1849.

Throughout this 24 hours light winds from the Southward. standing tack & tack saw ~~2 or 3 whales chased without success~~ employed boiling. one ship in sight saw a number of whales. struck one & cut him in. saw number of serags

Lat 68.26
Long 170.30

Tuesday July 24 1849

Fore part light winds. the latter strong winds from the Southward standing tack & tack employed boiling saw a number of serags. and 1 ^{large} whale died. not lower employed boiling

Lat 68.39
Long 170.46

Wednesday July 25th 1849

This day fresh winds from the SW. Cruising, a few whales in sight but only one that we were sure was a Greenland.

LB

OK

Flouenced & harpoon struck. the 3 men came & struck & boat got upset & stove 62 bl. Saved the whale took him alongside flouenced down 62 bl of oil in fore hold & side & cut him

Lat 68.33

Long 171.25

Thursday July 26 1849

Thru out this day light winds from N.E. Cruising saw 3 ships boiling & one of them cutting. Saw several whales but did not lower, stowed down 26

28 bl.

bl of oil in fore hold. employed boiling

Lat 68.31

Friday July 27 1849

Throughout this day fresh winds from the Eastward. Cruising employed boiling saw 11 ships all boiling & 1 cutting spoke the Omega of fairhaven & whales got 4 or 5 bl of oil from her. also spoke the Cowper of New Bedford & whales got 12 bl of oil from her. at 4 P.M. saw several whales lowered & took one. cut of his head.

LB

OK

Lat 68.18

Long 172.

Saturday July 28 1849

for part light winds the latter fresh with fog. employed boiling. the latter part took the blubber of the whale & rafted it alongside saw 11 ships in the morning saw 2 whales going very fast

Lat 67.47

Long 172.25

174
Sunday July 29th 1849
Fore & Middle parts light airs from the
Northward, ship heading N. E. by N. by E.
with thick fog. employed boiling, stowing
down oil in fore hold, setting up Shoots &
latter part light airs from the Northward
steering E by N. saw nothing

Lat 67. 26
Long 172.

Monday July 31 1849
Throughout the 24 hours strong winds
from the Northward cruising on, played
boiling, repairing the Caboose. stowing
down oil in the fore hold & saw a few
whales lowered 1 boat for one but the
whale was going very fast. came on board
latter part saw a ship boiling.

Lat 67. 45
Long 172.

Tuesday August 1st 1849
Throughout this 24 hours light air from
the Northward tack & tack. saw no whales
employed boiling & stowing down oil in the
fore hold. saw one ship boiling the same we
saw yesterday. ends with calm. & fog

Lat 67. 00
Long 172.

Wednesday August 2nd 1849
Throughout this 24 hours light winds from
the N. W. fore & Middle parts fog latter part
cleared up. hove in our raft of blubber
employed boiling & stowing pipes of oil in
the fore hatch. between decks. saw the land
continent of Asia, saw one ship at Anchor
boiling. saw several whales. lowered one boat
twice without success. saw number of scraps
&c

Lat 67. 10
Long 171. 40
25

Thursday August 3rd 1849

Commenced with strong breezes from S.W.
employed boiling. Saw a number of whales
took one & cut him in. by the time we
got through it blew a gale of wind, had
to stop boiling for want of casks, and
having 260 lbs of oil on deck. The casks
all want repairing. & Shooks we cant
make head or tail of, all the new
casks had to be stoppered. Saw
2 ships. of them the Omega saw
her take a whale, ends like bad
weather,

Lat 67.

Friday August 4th 1849

Commenced with light winds from S.W.
with plenty of rain. latter part calm
employed breaking out for casks
taking out bread & towlines & putting
them in the cabin, stowing home. &
latter part commenced boiling. Saw
nothing

Lat 67.20
Long 172.00

Saturday August 5th 1849

Throughout this 24 hours light airs from
S.W. employed boiling & stowing down oil
in the fore hold. 100. lbs. & put 3 pipes
of oil in the storage between decks. fore
part saw 3 whales. & numbers of scraps
latter part saw a ship to seaward boiling,
ends with fresh breezes from S.W. ship heading
S.W. by N.

Lat. No. Obs

Sunday August 6th 1849

Throughout this 24 hours wind from
the N.W. by E. & by S. tack & tack under easy
Sail, boiling fore part wind fresh with
large sea. Saw several whales struck one
the line parted, lost him. would not lower
or any more for want of casks. The Cooper
working night & day. Cant get enough to
go to the cooler. every cask wants repairing
Shooks & all, the latter part wind light
put 3 pipes of oil in the storage stowing
home on them.

Lat 67.30
Long 172.30

Monday, August 7th 1849

Throughout this 24 hours light airs from the N.W. saw a plenty of whales. 2 dead ones took one alongside & cut him in. put our fires out for want of casks, ends with fresh breezes from the Southward

Lat 68. 11 DR
Long 170. 00

Tuesday August 8th 1849

Throughout this 24 hours strong breezes from the N.W. saw plenty of whales. took one alongside, & commenced boiling on the one we got the day before, the latter part stowed down 30 bbls of oil in the steerage hold; Star side, started 4 casks of water took all the sails out of casks & put them in the Cabin Room

Lat by Obs 68. 26
Long 170. 55

Wednesday August 9th 1849

This day commences with good weather, wind from the Southward, stowed down for want of casks every thing that we can muster what repairing rotten, broken chimneys, stiffening &c. commenced cutting. cut in part of the whale, will let the rest be till tomorrow, since hauled round to N.W. blowing fresh, latter part stowing down oil the fore hold. at 11 P.M. set quarter watches

Lat
Long

Thursday August 10th 1849

Throughout this day good weather, fires out for want of casks. This is the 4th time, stowing down oil in the steerage, & fore hold. cut in the remainder of the whale & saw 2 polar whales. in morning caught a walrus. latter part commenced boiling. so ends

Lat 68. 44
Long 170. 20

Barque Franklin Cruising in the Arctic Ocean

Friday August 11. 1849

Throughout this 24 hours light airs from the N.E. laying a back. employed boiling. breaking out in the steering hold, and in the run. for casks. & commenced stowing down oil in the run. started 12 bts. 50 ends. Saw several whales but for want of casks can't take them started 3 casks of water fresh.

Lat 68. 36

Long 170. 11



Saturday August 12th 1849

This day commences with strong breezes from the N.E. employed boiling. latter part blowing on with rain the weather growing bad & the Cooper, not having any more casks ready put the fires out. for the 3rd time & commenced lashing oil on deck about 200 bts. at 1 P.M. set quarter watches. This day saw one whale

Lat 69. 26

Long 170. 22

Sunday August 13th 1849

This day commences with a strong gale from N.E. at 4 A.M. the wind hauled to S.W. blowing heavy with rain and very bad sea at 6 P.M. called all hands hauled the fore sail & close reefed the main topsail. steering S.E. by Compass. at 8 A.M. lay to heading S.W. by N. the gale increasing. at 2 P.M. moderating a little. ends about the same

Lat 69. 40

Long 171. 00

Monday August 14th 1849

Commences with strong gale from the S.W. moderating. Middle part calm. made sail employed stowing down 95 bts of oil in the storage hold. Ste. side & latter part wind hauled to the S.E. blowing fresh at 8 P.M. blowing hard. close reefed the topsails & set quarter watches

Lat,
Long

Tuesday August 15th 1849

Throughout this 24 hours fresh winds from the Southward & we put heading S.W. the latter E. saw several whales did not lower employed stowing down oil in the Suerage hold. Star side taking provision out of 90 & putting it in barrels & at 8 P.M. commenced boiling having raised a few Casks

Lat

Wednesday Aug 16th 1849

Throughout this 24 hours fresh winds from S.W. employed boiling. R. saw a number of whales.

Lat 69.00
Long 171.20

Thursday August 17 1849

Throughout this 24 hours calm with a light at intervals from the S.E. commenced stowing down. Saw a number of whales took one & cut him in. ends with strong winds from E. S.E. with appearance of bad weather, wore ship & set quarter watches

Lat 68.40

Friday Aug 18th 1849

Fore part strong gale from the N.W. the latter light winds from N.W. employed stowing down 85 bbls of oil Star side fore hold saw number of whales. can't take them for want of Casks. not having commenced boiling yet on the one we got the Cooper used up the last of his ribs to night so ends. set quarter watches

Lat 68.45
Long 171.00

Saturday, August 19th 1849

Throughout this 24 hours fine weather
wind from the Westward. under easy sail
latter part steering S.E. &c. Saw plenty of
whales all day. at one time there were
4 within 40 rods of the ship at one time
employed stowing down 60 lbs of oil in
fore hold. & getting up old pipe shooks
Some of them had one stave missing &
some 2. & 3. Some of the heads rotten
& no boards to make more the heading
being all used up. ribs all gone.
Blacksmith making as fast as he can
latter part made a pair of a few casks
& commenced boiling. Solends

Lat 68. 30
Long 170. 53

Sunday August 20 1849

Throughout this 24 hours fine weather
wind from the Westward. Ship heading
N.E. & N.W. under easy sail. employed
boiling & getting up old pipe shooks
& saw several whales

Lat 68. 37
Long 171. 20

Monday August 21 1849

Throughout this 24 hours fine weather
wind from the Westward & N.W.
heading to the N.E. under easy sail
employed boiling. taking corn & pork
out of casks & putting it in barrels
& bags &c. this day saw nothing but
scrags. finished boiling

Lat 68. 14
Long 170. 40

Tuesday August 22 1849

Throughout this day fine weather wind from
the Westward. employed stowing down
52 lbs of oil in steerage hold &c. fore part
saw several whales. & numbers of scrags
did not lower

Lat 68. 00

Wednesday August 23 1849
Throughout this day strong winds from
E by N. steering by the wind to the N. we
under easy sail. spoke the Republic
of Bremen 12 whales. got some flags
from her and a few bad ribs. Saw a
number of whales but did not lower for
them. employed stowing down in the
steerage hold land side. blacksmith
making ribs R. latter part rain
so much

Lat 48. 23
Long 171. 10

Thursday August 24. 1849
Throughout this day fresh winds from
the Eastward. employed stowing down oil
in the steerage hold. saw number of whales
struck 2 dragged from one took the
other alongside will let him lay till
morning

Lat 49. 42
Long 171. 00

Friday August 25 1849
Throughout this day strong winds from
the Eastward. employed cutting in
our whale. R. saw plenty of whales
one immense whale the largest we
ever saw ends with a gale with rain
Lat 49. 20
Long 170. 53

Saturday August 26 1849
Throughout this day light winds from the
westward at 9 AM commenced boiling
the cooper employed making casks out
of old staves to go to the cook on the Capt
Getting up tierces shooks, R. made out to
get enough to fill. Saw a few whales fore
part

Lat 49. 31
Long 171. 10

August 27th 1849 Sunday

Commences with strong winds from the Eastward employed boiling & repairing old casks, at 11 A.M. a gale with rain put out the fires cooled down. took in the foresail secured the oil on deck & let her lay under close reefed fore & maintop sail. at 1 P.M. staysail heading E by N. set quarter water, saw a number of whales, the gale broke wind died away.

Lat 40.00
Long 174.05
(14)

Monday August 28th 1849

Commenced with a calm & light air from S.E. which lasted for 2 hours when the wind hauled back to S. blowing hard & gradually freshening till it came to N.W. by compass blowing a heavy gale with a very bad sea on, at 6 A.M. took in the waist boat & hoisted up the L boat & hauled the foretop sail. pumping ship in every quarter watch. at the latter part the wind dying away a little, sea more regular ship heading S.W. & S.W. by N. throughout

Lat 69.00
Long 170.40

Tuesday August 29th 1849

Throughout this 24 hours a strong gale from the N.W. by moderating gradually fore & middle part heading S.W. & S.W. by N. the latter N. under fore reefed main topsail. since that the leak is increasing since the gale commenced she keeps the pumps going nearly all the time we found a new leak to day in the run of the woodends, where she has not leaked before ends with appearance of better weather saw several seals

Lat 68.25
Long 170.00

Wednesday August 30th 1849

Commenced with weather moderating wind from N.W. by ship heading N. set double reefed topsail & staysail & commenced boiling. setting up tier & brooks & heavy sea on throughout with snow squalls at intervals, latter part the weather growing warm at 6 P.M. a gale took in the foresail & close reefed the maintop sail. cooled down, now ship heading S.W. & set quarter watches, saw 2 whales in

Lat 68.35
Long 169.10

Thursday August 30th 1849

Throughout this 24 hours strong gale from the
Westward with bad sea. employed boiling
Ship heading S.W. Saw 2 polar whales & a
number of serags. for past a few snow geese

Lat 68.40
Long 170.16

Friday August 31. 1849

Throughout this 24 hours strong gale
from N.W. & N.E. with bad sea for
most part. the foresail & foretop sail
were ship heading S.W. by W. Middle part
heading S.W. The latter 1/2 of the wind
gradually hauling. At 2 P.M. finished boiling
Saw 4 or 2 whales

Lat 68.25
Long 170.00

Saturday Sept 1. 1849

Throughout this 24 hours strong gale from
W. to N.W. Middle part moderating
employed stowing down oil in the stowage
hold. Stand by saw a number of spouts
but too far off to tell what they were. ends
with wind from W. ship heading N.E. W.
under close reefed main & double reefed
foretop sails.

Lat 68.16
Long 170.26

Sunday Sept 2 1849

This 24 hours fresh winds with choppy sea
saw a number of whales got one cut him
in struck another took the line lost him
saw plenty of serags. saw 2 sail, one of
them a Barge cutting to windward
wind from the westward, ship heading
N.E. W. set quarter watches

Lat 68.30
Long



Sunday Sept. 3rd 1849

Commences with light winds from N.E. W. Ship heading N.W. by N. Middle & latter parts calm. employed stowing down oil in the Steerage hold Star Side, 352¹/₂ Gal. 1 Vangue in sight boiling. Saw number of Scraggs, but no polaris, ends with a light air, from the westward

Lat 68.45
Long 170.

Tuesday Sept. 4th 1849

Throughout this day light air from N.W. & E. Steering N.W. & W. by N. employed boiling & setting up pipe shocks. Saw a great number of Scraggs but no polaris, except a dead one to far gone. 2 Sail in sight - one of them boiling a bark the same that we see yesterday. the other the Republic of Bremen. See her boats down, but they did not get any things. So ends Carrying Sail this night in to the N.W.

Lat
Long

Wednesday Sept. 5th 1849

Throughout this day light winds from the Eastward, employed boiling at 9 AM Saw a number of Whales. got one cut him in Cooled down. Set quarter wathes

Lat 68.40
Long 171.15



Thursday Sept. 6th 1849

Commences with a calm. Saw a number of whales. got one cut him in, & refsted the blubber. Struck 2 more. the irons drawed lost them, one of them spouting blood. ends with fresh winds from E. Ship heading N.W. & E. double reefed topsail set quarter wathes

Lat 68.50
Long 172.45



Friday Sept 7th 1849

Throughout this 24 hours strong winds from S.E. & S.W. in part heading S.W. & S.W. by N. the latter to the latter by S. & S.W. employed setting up old pipe Shocks boiling &c, ends with weather moderating saw several whales, but too rugged to follow.

Lat DR 69.00
Long 173.00

Saturday Sept 8th 1849
Commenced with light winds from S.E. employed boiling, saw a number of whales took one, cut him, and rafted, the tuber cooled down, saw a dead whale. Supposed it to be one we killed Thursday, we have got enough to fill all the casks, ends with fresh winds from S.E. carrying sail bound out of the Arctic

Lat 69.27
Long 172.67

Sunday Sept 9th 1849

Throughout this 24 hours fresh winds from S.E. & S.W. Steady to the best advantage for Beerings, Spruits, employed stowing down oil in the fore hold, 30 lbs

Lat 69.33
Long 171.00

Monday Sept 10th 1849

Throughout this 24 hours light winds. Saw part from S.E. & S.W. with S.W. latter part wind from E. clear up. Will at S.W. steering by the wind. Course E.S.E. employed stowing down 40 bbls of oil in the fore hold, which choked the hatch, ends with a fresh breeze from E.S.E., saw a number of whales

Lat DR 69.48
Long 171.40



Part Franklin Bound for Sandwich Islands
Tuesday September 11th 1849

Throughout this 24 hours fresh breezes in
harb from E.S.E. the latter P.M. with fog
Course E.S.E. employed boiling setting
up old pipes hooks, emptying forty of beef
into barrels & took in the waist & a 1. &
put her overhead

Lat 69.12
Long 173.34

Wednesday Sept 12th 1849

Throughout this 24 hours fresh winds from
N.E. for part latter from N. & N.W. steering
S.E. by E. under all sail. fog throughout
latter part a driving rain, employed
boiling & setting up shooks, emptying
beef, forty & so ends

Lat DR 68.00

Thursday Sept 13th 1849

Throughout this 24 hours light winds
for part from N.W. steering S.E. Middle part
steering S.W. & E. the latter part wind from
W. steering S. Cloudy throughout, employed
boiling setting up old shooks, & stowed
a number of pipes of oil in the blubber
room, so ends. at 19. P.M. cooed ship heading
N. & N.W. & E., cooled down for want of coals

No Observation

Lat DR 67.15

Long DR 170.00

Friday Sept 14th 1849

Throughout this day fresh winds from the N.W.
& N. one part steering South at 10 A.M.
saw the Coast of Asia, Cape Herolre Ham
dist 4 miles Middle & latter part fog
steering E.S.E. and E by N. latter part wind
light, employed boiling, at 9 P.M. cooled
down for want of coals, employed
setting up 40 gale shooks all day

Lat 67.15
Long 171.38

187
Saturday Sept 15th 1849
Throughout this day light airs & calms
from the Northward. Steering E. thick fog
at 2 P.M. cleared up, with a light air from
the N.E. the coast of Asia in sight dist
10 miles, the East Cape in sight dist 25
miles, employed boiling & setting up shoes
at night. Spotted down for want of castles
ends with calm, current setting us from
3 to 3 knot to the Northward Lat 61.25

Sunday Sept 16 1849
The middle part light winds variable
with rain, employed setting up shoes, breaking
out the stowage for bread casks, & emptying them
ruffin the bread in sacks. Spitting over the
sperm oil from the Star to the lar side &c.,
the East Cape in sight, we take it to be
the Cape, but are not sure, it being foggy
& misty all day, at 8 P.M. took in the top
gallant sails, hauled the foresail up & lay
to with main yard, aback heading N
with a fresh breeze from N.W. with the
appearance of bad weather, at 10 a gale
from N.W. put 2 reefs in the topsails ship
heading N.E. & S.E. by N. sounded at 11 found
26 fathoms

Monday Sept 17th 1849
Commences with a gale from N.W. ship
heading N.E. at 3 P.M. saw ship heading
S.W. by N. at 4 P.M. saw the Cape & the
islands in the straits. put her of steering
S.W. by E. found that through the night
we had a strong current setting us up
against the wind to N.W. at 10 P.M. came
to between the Cape & Retnaoff island
& cut in our blubber, one being 9 and the
other eleven days old, while cutting 2 ships
came out, one of them spoke is the
Republic of Bremen, she had taken 5
whales since we had spoke her, the other
was the Ohio, at 4 P.M. we finished cutting
Kept of steering South bound home,
at 8 P.M. commenced boiling,
while coming through saw Cape Sabine
of wales. American coast, ends with
a fresh gale from N.W.

Lat 61.25
Long 169.14

Tuesday. 18th Sept. 1849

Throughout this day light winds from N.W.
to N.E. by N. Steering S.W. by W. latter part
S.W. the land in sight throughout, Coast
of Asia, employed boiling, emptying bread
casks, &c, latter part snow squalls, the
Barometer down to 33 degrees making ice
Lat 55.12

Wednesday Sept 19th 1849

Throughout this day strong winds from
N.W. & N.E. steering S.W. the land in sight
at 5 AM saw Lawrence island 4 points off
our lee bow, at noon dist from the westernmost
point 18 miles, at 8 PM. dist 4 miles, from
it saw a number of huts, & Esquimaux
walking about. This day employed boiling
emptying bread casks &c, saw a number
of serges & humbuck, saw 1 ship
& steering S.W. cooled down

Lat 64.15
Long 170.47

Thursday Sept 20th 1849

Fore part calm. Middle part light
winds from N.W. course S.W. by E employed
boiling, stowing oil in the lubber room
Cooper making Casks, out of old rubbish
emptying bread casks &c, Lawrence island
in sight throughout, ends with strong
breezes from N.W. ship heading E. & E by S.
with a sprinkling of rain, cooled down
for want of casks

Lat 62.59
Long

Friday Sept 21 1849

Commenced with fresh winds from S.W. by E
Ship heading E. Middle wind from N.W.
latter from N.W. steering S.W. by E.
employed boiling, scraping bone &c
Course S.W. by E. blacks with making ribs Cooper making
casks &c this night finished boiling
ends with strong winds from N.W.
with the appearance of bad weather
Barometer low, ship leaking badly
200 lbs of oil on deck.

Lat 60.00

Comm. 10.45

Saturday Sept 22 1849

Commences with fresh gales from the Northern
Steering S.E. by E. at 7 AM. Salvo Gores. island
of our starboard bow 2 points. at 1 PM it was
of our beam dist 20 miles bearing N. latter
part calm, employed stowing down oil in the
run, unbent the foresail, it being completely worn
out. blacksmith making ribs &c

Lat 10. 25

Sunday Sept 23 1849

This day commences with light winds from S.E. &
middle fresh, winds from S.E. ends with strong
gales squally with some rain, by the wind ships
heaving to. & S.E. employed stowing down
oil in the steerage hold starboard side aft
scrapping bone, blacksmith making ribs &c
at 8 PM put 2 reefs in the topsail, ends with
squally weather.

Lat 10. 11
Long 172. 00

Monday Sept 24 1849

Throughout this 24 hours light baffling winds
Course S.E. by S. employed stowing down oil
in the steerage hold starboard side, scrapping bone
&c

Lat 89. 34

Tuesday Sept 25 1849

Throughout this 24 hours light air & calms
employed stowing down oil in the steerage
hold. Chocked the hatch, which finishes
the lower hold. Course S.E. by S.
Scrapping bone &c

Lat D.R. 57. 00

Wednesday Sept 26 1849
 Commences with light winds from N.
 increasing. Commenced cooping up oil
 in the steerage between decks. Part of day
 part blowing strong with plenty of rain.
 at 4 P.M. a heavy gale from N.W. steering
 S.E. at 5 P.M. took in sail & lay to under
 a close reefed maintopsail & ft. m. staysail
 heading N.W. by N. ends with a tremendous
 gale & growing worse, Barometer very
 low

Lat 50. 00
 Long 168. 00

Thursday Sept 27th 1849
 Throughout this 24 hours a heavy gale from
 N. & N.W. at 8 A.M. set double reefed topsails
 & kept of S.E. at 1 P.M. saw the island off
 St Pauls. 4 points of our Lar beam dist
 15 miles it being thick in squalls hauled
 her up to S by E at 6 P.M. to clear the
 island of St George. at 7 P.M. St Pauls
 in sight of our Lar quarter bearing N.

Lat 37. 21
 Long

Friday Sept 28th 1849
 Fore part strong gales from N.W. steering
 S.E. & S.E. by E. split the jib unbent it
 bent another, likewise bent a foresail &
 new maint. yellow sail. Saw a number
 of finbacks & ends with light airs from the
 N.W. steering S.E. by E.

Lat 35. 08
 Long 169. 00

Saturday Sept 29th 1849
 Commences with light airs from the N.W.
 steering S.E. by E. at 10 A.M. the wind fresh
 saw Ship Rock 4 points of our Lar bow
 employed cooping oil between decks & was
 dying bone & at 8 P.M. of the straits between
 the islands of Unimak & Conalaska, standing
 of and on through this night

Lat 34. 01
 Long 168. 06

Sunday Sept 30th 1849
Throughout this 24 hours fresh winds from N.W.
passed through the Straits. found it to be
laid down a little evening. Namak in the
Straits running nearly N.W. & E. on the point
N. & E. likewise an island in the middle of
the Straits lay aback for a couple of hours.
Soundings of the island mid passage west side
of the island 20 fathoms 21. & 24 fathoms 2 canoes
came up with 2 natives in each canoe with
a few skins to trade. The Capt. & myself
went on board with them for an hour they
were very friendly. but lived miserable then
appeared to be 4 families of them, at 6 P.M.
all clear of the Straits. Steering S.E. and
S.E. by S with a stiff S. Wester

Lat

Monday Oct 1st 1849

Commenced with a heavy gale from N.W. Steering
S.E. & split the main topsail & fore & m. staysail
all to pieces. Scudding under the foresail
in the morning while securing oil & provision
about deck, & striking some of it threw decks
steerage shipped a sea, which threw one man
down the steerage hatch & jammed another
hurting both slightly, put them of duty. Jason &
Patrick Gorman, & other below sick Rug &
Jack & likewise lost the lar boat, ends
with the worst gale we have had the breeze
wind gradually veering to Westward keeping the
Ship before it. S.E. & E.S.E. so ends

Tuesday Oct 2nd 1849

Throughout this 24 hours a heavy gale from
N.W. Steering E.S.E. under the foresail
a very bad sea running, stowed 2 barrels of meat
the latter part moderating a little set double
reefs fore topsail. the sea getting more regular

Lat 49. 36

Barth. Franklin - 1. Cooper. Master Bound Home
Wednesday Oct 3 1849

Throughout this 24 hours light winds
from the Westward steering S.E. & E
lent a new main topsail & 5 men of
duty. Various complaints

Lat 48.03

Long 142.30 W.

Thursday Oct 4th 1849

This day commenced with good weather, wind
from the latter part, from N.E. employed
Coopering & Stowing oil in the Steerage, drying bone
& winds with rain blowing hard; took in sail
heading E.N.E. Course S.E.

Lat 49.29
Long

Friday Oct 5th 1849

Throughout this 24 hours fresh winds
from S.W. & W. Course S.E. employed
Coopering oil in the Steerage, finished
drying & clearing bone &

Lat 46.47

Saturday Oct 6th 1849

Throughout this 24 hours fresh winds from
the Westward, steering S.E. & S.W.
put down 25 lbs of pork in the wake of the
Steerage hatch

Lat 45.28
Long 159.46
D.

Sunday Oct 7th 1849
Commences with fresh winds from N.W.
steering S.W. & Middle light, latter fresh from
S. & S.W. Ship heading E. & E.S. Employed in
drying sails & bone

Lat 43. 18

Monday Oct 8th 1849
Throughout this 24 hours strong gale from
the N.W. ship heading E.S. Employed
splitting & cleaning bone, latter part rain

Lat 42. 58
Long 154. 30

Tuesday Oct 9th 1849
Throughout this 24 hours fresh winds from the
N. steering S. employed splitting & cleaning
bone

Lat 42. 22
Long 155. 30

Wednesday Oct 10th 1849
Fore part wind from N.E. steering S. Middle
from light airs from E. latter from S.W. to
ship heading S.W. employed Coopering pipes of
oil in the fore hatch. Scraping bone &c.
ends with strong gales from S.W. handed
the fore topsail & jib. put 2 reefs in the main
Ship leaking badly.

Lat 41. 00
Long 155. 00

Thursday Oct 11th 1849
Throughout this 24 hours strong gales from
N.W. & N.N.W. with very bad sea. steering S.
& S.W. employed cleaning bone. latter part
Moderating

Lat 39. 25
Long 154. 45

Friday Oct 12th 1849
Throughout this 24 hours light winds
from S.W. Course S. employed scraping
bone.

Lat 38.00

Saturday Oct 13th 1849
Commenced with fresh winds from the
S.W. wind. Midday part wind hauled
round to N. Squally wind. Light between
squalls latter part fresh winds from N.E.
with plenty of rain throughout. Steering
S. employed scraping & cleaning bone
all day. Ends with a stiff N.E. breeze.

Lat 37.10
Long

Sunday Oct 14th 1849
Throughout this 24 hours light winds
& Variable Course S.

Lat 36.03
Long

Monday Oct 15th 1849
Throughout this 24 hours strong gales
from S with heavy sea. Under double
reefed main top sail & fore sail employed
scraping ship inside. Making mast
coats. Morning latter part rain in abundance
wind shifted to the northward & dying
away. Ship rolling sail to. Looking like
a piddle.

Lat
Long

Tuesday Oct 16 1849

Throughout this 24 hours strong winds
from S. & S.W. Ship heading E.S.E.
A.H. employed cleaning ship li

Lat 35.32
Long 153.24

Wednesday Oct 17th 1849

Throughout this 24 hours the wind
variable from S. to W. light. Course S.
employed coopers, pipes of oil, fore hatch
cleaning bone & rippity up old topsail
working on the rigging. Saw one
sulphur bottom end, with a Calm.

Lat 34.32

Thursday Oct 18th 1849

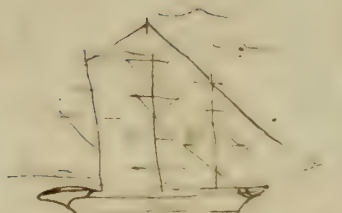
Fore part light baffling winds with rain.
middle part. latter light winds from S.E.
Steering S. employed stowing provision
in the fore Hatch. Cleaning bone &

Lat 33.56
Long 154.00

Friday Oct 19th 1849

Throughout this 24 hours light winds
from N.E. Steering S. employed drying
& weighing bone. & stowing it in the
fore Hatch. Setting up shooks for bread
Casks finished one & filled it with
bread, working on rigging &
ends with Calm.

Lat 33.10
Long



DROMO

1700 Lb.

Saturday Oct 20th 1849

Throughout this 24 hours light winds from
S. & S.W. steering by the wind ship heading
N. & N.W. by S. employed drying & weighing bone
latter part spoke the Ship Dromo. of
New London 24 Nov 1700 Lb 8 men
down into the scavy. gave him a bag
of onions & 1 pig. got some ribs
from him ends with light steering by
the wind. E. & E.S.E. the Dromo bound
to Maine.

Lat 33.02

Long 154.25

Sunday Oct 21 1849

Throughout this 24 hours fresh winds
from S. & S.W. ship heading from E.
to S.E. employed drying bone. the
Dromo in sight aft our star beam
to ends

Lat 32.42

Long

Monday Oct 22 1849

This 24 hours fresh winds from N. & N.W.
with plenty of rain. steering South
employed washing & cleaning ship

Lat 31.30

Tuesday Oct 23 1849

For part fresh winds from N.W. Course S.
with rain. Middle & latter parts the
wind variable from S. to E. employed
Coopering pipes of oil in the Bladder room
Cleaning bone. scraping shers, washing ship
& sundries

Lat

Wednesday Oct 25th 1849
Throughout this 24 hours light winds from
S.E. & S.W. Ship heaving to. Crew
employed coaming in in the fore hatch
stoom washing & scraping. St. & st. & st. & st.
weighing it & stowing bone in the fore hatch.

Lat 28.46
Long 152.42

Thursday Oct 26th 1849
Throughout this 24 hours light winds from
S.E. & S.W. Crew employed drying
& weighing bone setting up old & new
& putting bread in them.

Lat 27.39

Friday Oct 27th 1849
Throughout this 24 hours light winds from
S.E. & S.W. Steering S. by W. employed drying
weighing & stowing bone in the fore hatch
working on the rigging & cooper setting
up old shooks & putting bread in them.

Lat 25.46
153.34

Saturday Oct 28th 1849
Throughout this 24 hours light winds from
S.E. & S.W. Steering S. by W. employed
drying, weighing, & stowing bone in the fore hatch
Cooper employed making casks & putting
bread in them. put & casks of bread
in the fore hatch. Saw 1 ship standing
S.E.

Lat 23.27
Long 155.28

Sunday Oct 28th 1849

Went to the shore then rain
in P.M. then by 11 AM saw
the islands of Motoua & Morotoia & P.C.
look in sail. Standing on shore.
The night saw a ship to leave & drive
the same. This day employed drying &
weighing bone. finished at 8 PM weight of
what bone on board 49800
sold in Auckland 2400
total £2400

Monday Oct 29th 1849
Went to the shore. This 24 hours strong
winds from the N.E. & N.W. Came
to an anchor off the shore outside
a number of ships at anchor outside
the harbor nearly full. Some standing
at 10 AM. Capt Cooper on shore. The ship
Company employed washing ship & standing
got a piece of fresh beef & barrel of sweet potatoes
L.B.

Tuesday Oct 30th 1849

This day employed washing ship outside

Wednesday Oct 31st 1849

This day made a set of baskets. white
washed the Caboon & got a barrel of Irish
Potatoes

Thursday Nov 1st 1849

This day employed bunking bone &

Friday Nov 2nd 1849

This day employed bunking bone. Still
in outside. Can't get in. Cooper making
Casks to put bread in

Saturday Nov 3rd 1849

This day employed bunking bone. Cooper
making Casks to put bread in. Can't get
inside yet

Sunday Nov 2th 1849

Still lying outside it not being our turn yet to go in.

Monday Nov 3th 1849

This day got under way. Stood off & on a few times. & came to again the wind blowing strong out of the harbor. got of a barrel of potatoes. & some fresh beef. 3 or 4 men sick

Tuesday Nov 6 1849

Throughout this day strong winds from off shore employed bunting line, the person off the harbor standing off & on the iron chain

Wednesday Nov 7 1849

This day finished a few rounds of work &

Thursday Nov 8th 1849

This day employed bunting line, finished this night the Mercury of Stonington was set on fire, laying in the inner harbor & burnt ~~up~~ up

Friday Nov 9th 1849

This day got under weigh & had gear on but the pilot did not come out, so came to again. Winds blowing strong

Saturday Nov 10th 1849

All hands employed picking oakum

Sunday Nov 11th 1849

laying outside.

Monday Nov 12 1849

This day Pilot came off got under weigh. Could not get in. Came to again in 25 fathom water. the latter part employed mending jib &

Tuesday Nov. 13th 1849

This day Laying outside pilot cant take us in

Wednesday Nov 14 1849

Commenced heaving up my Anchor at
2 P.M. broke it into flakes being gone
got under weigh stood off an on. sent a
boat ashore to get an Anchor belonging
to the Ship Rosalie. a boat crew from
the Fortle sloot of awar. brought it of
in their launch. at 3 P.M. the Pilot came
on board and took us in the harbor

Thursday Nov 15th 1849

This day employed branding on bone

Friday Nov 16 1849

This day took on board the Mary of
Boston 165 Bundles of bone weighing
202 lb. the Lar watch ashore on
liberty

Saturday Nov 17th 1849

took on board the Ship Mary 126
bundles of bone - the Star watch
ashore on liberty

Sunday Nov 18th 1849

the Lar watch ashore on liberty

Monday Nov 19 1849

This day put on board the Bargain
Mary of Boston 53 bundles of bone
the number of bundles in all is 344
the weight 426 lb. This day Star
watch ashore on liberty

Tuesday Nov 20th 1849

employed at Sun-tries, Lar watch on liberty

Wednesday Nov 21 1849

employed got 2 Casks water. Lar watch
on liberty

Thursday Nov 22 1849

This day employed sweeping for
the Mercury. Anchor. had a native
diver found it and took it to the
Cathedral. Lar watch ashore on
liberty

Friday Nov 23 1849

This day took up our Hedge American
Caulkers & Carpenters to work &
Star watch ashore on liberty

Saturday Nov 24th 1849

This day Caulkers & Carpenters to work
the Star watch ashore on liberty employed
at sundries, discharged the 3 mate Mr
Widder and 2 others. Patrick German
& William Whitford before the Consul
& paid them off.

Sunday Nov 25th 1849

This day the Star watch ashore on liberty

Monday Nov 26 1849

This day breaking out 10 lbs of beef & 10 of
Pork which we are going to dispose of
This day discharged Mr. Connor & Mr. Clark
got 10 lbs of Irish potatoes Caulkers to work
Star watch ashore on liberty

Tuesday Nov 27 1849

This day the fore part good weather
the Caulkers to work. The latter part
rain they went ashore, let the rigging
of New Bedford Capt. 1st have 10
lbs of beef & 4 of pork. a piece
of hemp rope from shore for maint sail
tackle. The latter part blowed heavy
with rain. Star watch ashore on liberty

Wednesday Nov 28. 1849

This day employed getting maint lift, getting
taken up by Simpson, Shore 10 lbs of
pork. Boats to the Liverpool, & 1 to
Mr. Widdi Star watch ashore on liberty

Thursday Nov 29th 1849

This day employed putting up
discharged the 2nd mate Mr. Wille
with mutual consent. Caulkers employed
1/2 the day. Star watch ashore on liberty

Friday. Nov. 30. 1849

This day 4 Caulkers employed
the 2nd water ashore on ship
the Star employed at sundries
In night the Tobacco Plant was set on fire

Saturday Dec 1 1849

This day 3 Caulkers employed finished
Star watch ashore on ship. The Lar
employed at sundries

Sunday Dec 2 1849

This day Lar watch ashore on ship

Monday Dec 3 1849

This day employed scraping & painting
ship

Tuesday Dec 4 1849

This day employed painting

Wednesday Dec 5 1849

This day employed painting & getting of
a raft of water. Bought a number
of Casks

Thursday Dec 6 1849

This day employed getting of a raft of
water & stowing it down for hatch
painting

Friday Dec 7 1849

This day employed getting of a small raft
of water & stowing it in fore hatch likewise
provision

Saturday Dec 8th 1849

This day got of a small raft of water
employed in moving of the main hatch &c.

Sunday Dec 9th 1849

This day star watch ashore on liberty

Monday Dec 10th 1849

This day got of a small raft of water
have luff our lar anchor, showing in
the main hatch, & this day the vessel
Sas Rogers came on board having shipped
something before

Tuesday Dec 11th 1849

This day employed getting ready for sea
fished our lar anchor. got of 4 coils of
cordage in exchange for 2 towlines

Wednesday Dec 12th 1849

This day ready for sea. wind ahead
cant get out. got of a 90 of Molasses
& 2 barrels of Lard an anchor stock

Thursday Dec 13th 1849

This day wind from the Southward
cant get out the latter part blowing fast
with the appearance of a gale at 5 PM
let go the lar anchor. & paid out more
chain at 11 PM blowing heavy with thunder
& lightning, dragged a little. Called all hands
& gave the ship more chain. which
brought her up. then dragging around us

Friday Dec 14th 1849

Throughout this 24 hours wind from
the Southward with plenty of rain

Saturday Dec 15th 1849

This day wind from the Southward
with rain. Cant get out

Dec 16th 1849 Sunday

This day wind from the Southward
with rain. the latter part water ashore
on liberty

Monday Dec 17th 1849

This day wind from the Southward
can't get out.

Tuesday Dec 18th 1849

This day wind ahead can't get out
much of rain

Wednesday Dec 19th 1849

This day wind from the Southward
can't get out. took on board 4
passengers with their baggage for
New York. last night
a Col. Seaman Run away
this morning found him on board
the Victory brought him on board
and with strong wind from the
S.

Thursday Dec 20th 1849

This day wind from the Southward
latter part blowing fresh. can't get
out

Friday Dec 21 1849

This day wind from the South can't
get out

Saturday Dec 22 1849

This day ditto

Sunday Dec 23 1849

This day wind from N.E. at 10 A.M.
got under weigh with pilot on board
& put to sea steering South when
outside the harbor pilot left the latter
part employed stowing anchors on
the bow

Monday Dec 24th 1849
This day fresh winds from the N.W. steering
by E. & S.E. employed getting out shudding
sails, stowing chains &c.

Tuesday Dec 25th 1849
This day fresh winds from the N.W. steering
under all sail, getting out shudding sails

Lat 17.30
Long 159.53

Wednesday Dec 26th 1849
This day Moderate winds from N.E.
steering S.E. by S. repairing sails &c.

Lat 16.10
Long 160.51

Thursday Dec 27th 1849
Light winds from the Eastward
steering by the wind ship heading S.
repairing sails &c.

Lat 14.34
Long 161.46

Friday Dec 28th 1849
This day light winds from the S.E.
employed repairing sails &c.

Lat 13.05

Saturday Dec 29th 1849
This day strong winds from the E. S. E.
under double reefed topsails, plenty of rain

Lat 12.06

Sunday Dec 30th 1849

This day wind from the Northward
steering S.E. plenty of rain throughout

Monday Dec 31 1849

This day strong winds from the
N.E. steering S.W. & working on the rigging
R.

Lat 9.35

Long 159.27

Tuesday January 1st 1850

This day strong winds from the Northward
steering S.W. by S. some employed making
sinnet others working on rigging R.

Lat 7.10

Long 159.00

Wednesday Jan 2nd 1850

Had part light winds squally with rain
the latter part wind fresh from N.E.
reaping S.W. by S. employed picking
Cotton nothing on rigging R.

Lat 5.35

Long 158.32

Thursday Jan 3rd 1850

This day light winds from S.W. Ship
heading S.W. & S.W. by S. employed repairing
a boat working on rigging R.

Lat 11.21

Long 159.35

Friday Jan 4th 1850

Throughout this 24 hours light winds from the S.E. steering by the wind S.E. W. employed repairing boat, beat a new f.t.g. sail making sinnet &c

Lat 2. 46
Long 159. 58

Saturday Jan 5th 1850

Throughout this 24 hours light winds from S.E. W. employed repairing boat &c working on sizing making sinnet &c

Lat 2. 24
Long 160. 17

Sunday Jan 6th 1850

Throughout this 24 hours fresh winds from the Eastward carrying all sail. steering S.

Lat. 30
Long 160. 50

Monday Jan 7 1850

Throughout this day fresh winds from the Eastward steering S. employed working on rigging &c

Lat 1. 52
Long 161. 26

Tuesday Jan 8th 1850

This day fresh winds from the Eastward steering South employed repairing Jib &c

Lat 4. 23
Long 162. 01

160. 50

Wednesday Jan 9th 1850
Throughout this 24 hours light winds
from N.E. steering S. employed at
mending. Capt Cooper quite sick
3 men down forward with venereal
disease. R.

Lat 6.38
Long 152.40
(11)

Thursday Jan 10th 1850
Throughout this 24 hours steady winds
from N.E. steering S. employed repairing
the mainsail, the thermometer standing
at 83 degrees. so ends.

Lat 8.34
Long 153.04
(11)

Friday Jan 11th 1850
Throughout this 24 hours light breeze from
the N.E. fore part, the latter from N.E.
repaired the mainsail & bent it in.
Capt Cooper still very low, & 3 or 4 men
sick of duty. the thermometer standing
at 82. & 83. degrees. steering S.

Lat 10.27
Long 154.18
(11)

Saturday Jan 12 1850
Throughout this 24 hours fine breeze from
N.E. & N.W.E. steering S. the thermometer
standing at 83 degrees. the men employed
drawing yarns for spun yarn. Capt Cooper
still very sick. 3 men down forward.

Lat 12.15

Sunday Jan 13th 1850

Throughout this 24 hours light winds from N.E. Steering S.E.W. the Thermometer standing at 83 degrees in the shade. Capt Cooper still very sick

Lat 13. 12
Long 163. 42

Monday Jan 14th 1850

Up to past light winds from N.E. middle from S.E. with rain squalls. latter part from E. saw the wreck of a small schooner. masts & rigging gone hatches up & took her in tow hauled the ship up to ~~the~~ South. Capt. Cooper very sick. Thermometer at 82 & 83

Lat 14. 24
Long 164. 24 1/2

Tuesday Jan 15 1850

This day fine weather light winds from the Eastward for part Steering S. Middle S.W. the latter West. the schooner still in tow Capt Cooper still very sick. under double reefed topsails. Steering W so ends Thermometer at 83. & 84

Lat 15. 00
Long 164. 56 1/2

Wednesday Jan 16th 1850

Throughout this 24 hours fresh winds from E. S.E. for part Steering West under double reefed topsails about 3 hours before day light the hawsers parted from the schooner at daylight saw her & made fast to her again with a chain. it parted. so bent on 3 cutting falls & close reefed the topsails took in & ship heading South. Capt Cooper still very sick but i think some better. as the fever has left him. Thermometer 84

Lat 14. 56
Long 165. 15

Thursday Jan 17th 1850

Throughout this 24 hours wind from E. & E. by E. with rain squalls at intervals with smart gusts of rain but they did not last long. the ship lying to under fore & reefed topsail heading N. & N. by W. the wreck in tow Capt Cooper about the same. the thermometer at 83. & 90

Lat 15. 21
DR Long 165. 39

Friday Jan 18th 1850

Throughout this 24 hours fresh wind from E. Ship heading N. & N. by E under double reefed topsails. part of the time on the cap. the schooner still in tow. the Capt still very low. latter part spoke the Ship Marengo. of N. B. Capt Devoll came on board. for a couple of hours gave us some oranges. & some opium & ends with the appearance of squally weather. thermometer 80. to 82

Lat 15. 01
Long 155. 53 W

Saturday Jan 19th 1850

This day fresh winds from the N. E. & E. hauled the schooner alongside but could not do anything with her finally the hawsen parted and she sunk with ship steering by the wind S. by E. & S. by W. at sundown brought her under easy sail. Capt Cooper still very low the thermometer at 82

Lat 14. 48

Sunday Jan 20th 1850

Throughout this 24 hours fresh winds from E. & E. & N. E. by E. squally with large sea running. steering by the wind to the S. by W. & S. by W. under single reefed topsails & foresail. Capt Cooper still very low. 3 or 4 men sick. thermometer at 82 Degs

Lat 15. 30
Long 166. 53

Jan 20th 1850

Wind from N. E. 16. 30
Losing day 10 Dec

Monday Jan 21 1850

This 24 hours light winds from E. S. E.
steering by the wind. S. by W. employed making
spanzain. Dr. Capt. Cooper. Still very low,
but getting better a Brig in sight eastern
steering to the S. W. the thermometer 82 to 83
This day Chronometer run down

Lat 16.41 by Obs
Long Dr. 157.21

Tuesday Jan 22 1850

Throughout this day light winds from
the Eastward the S. by E. & S. by S. & S. by E.
the Brig the Friends (Capt. Combs)
of New Port, England, from St. Francisco
42 days bound to. Duckland New Zealand
he wanted water let him have 6 lbs
Capt. Combs came on board to see
Capt. Cooper, gave him a little medicine
I took the Chronometer on board with
him, and set her by his. Dr. came on
board steering S. by S. & S. by E. Capt. Cooper
is some better, thermometer at 82. & 83

Lat by Obs 17.16
Long Dr. 158.00

Wednesday Jan 23 1850

Throughout this 24 hours fresh wind
from E. S. E. to N. E. steering sea part
S. by S. & S. by E. latter S. by E. the Brig in
sight ahead. employed repairing an old
top sail for part. the latter part plenty
of rain. at 10 took in sail & lay by
through the night wanting to make Savage
island. Capt. Cooper is some better
the thermometer 83

Lat 18.11
Long Dr. 158.40

Thursday Jan 24 1850

6^{am}
6^{pm}
Throughout strong breeze from N. E. steering
S. by S. at 9 AM steering N. by E. at 11 saw
Savage island sight ahead. latter part light
wind steering for the point of the island
at 6 PM kept steering S. by S. the point
of the island bearing N. W. dist 10 miles
we wished to get an observation. but the sun
did not show herself. thermometer at 83

Lat 19.02

5.41 from Chro

Friday Jan 25th 1850

Throughout this 24 hours fresh winds
varied from E. by E. to S. by E. Steering
S. by E. Employed repairing an old topsail
by thermometer at 79.50. Capt Cooper
recovering slowly

Lat 20.42
Long 170.17.7

Saturday Jan 26th 1850

Throughout this 24 hours fresh winds from
E. by E. Steering S. by E. Employed repairing
old topsail in Capt Cooper's boat the
same. Thermometer at 76.278

Lat 22.22
Long 171.17

Sunday Jan 27th 1850

Throughout this 24 hours fresh winds
variable from E. by N. to E. by E. Steering
S. by W. Thermometer at 76.077.

Lat 24.03
Long 172.33

Monday Jan 28th 1850

Throughout this 24 hours fresh winds
variable from E. by S. to S. by E. with
2 or three rain squalls for part. Steering
S. by W. Employed repairing gaff topsail
by thermometer at 77. Capt Cooper
still very low.

Lat 26.11
Long 173.23

Tuesday Jan 29th 1850

The past night winds, latter fresh from
E. & steering by the wind South E. 4. M.
employed repairing old topsail the
latter part a little squally with rain.
Thermometer at 76. Capt Cooper, still
very low. 2 men sick with venereal
off duty.

Lat 27.49
Long 173.45

Wednesday Jan 30th 1850

The past light winds, the latter fresh
from S.E. steering by the wind to the
S.W. & S. this day broke out in
water in the main hatch. Capt Cooper
still very sick. he thinks he is a little better
to day. having less fever. Thermometer at 76.

Lat 28.31
Long 174.36

Thursday Jan 31st 1850

Throughout this 24 hours strong winds
from S.E. steering by the wind to S. 4. M.
latter part a heavy sea but 2 sails in
the topsails. lost one head sail & boards.
Capt Cooper still very low. 5 men
with venereal disease. 3 nearly well &
very bad. Thermometer at 70.

Lat 29.03
Long 175.49

Friday February 1st 1850

Throughout this 24 hours fresh winds
from S.E. with heavy swell but 2 sails in
part steering by the wind 4.4 M. the latter
steering course S.W. by compass which
is N.W. by true course. This day bent a new
f.t. M. staysail & Capt Cooper still very
sick. Thermometer at 70. & 72.

Lat 29.41
Long 176.50

Saturday Feb 2 1850

Throughout this 24 hours fresh wind from the S.E. for 8 miles, bearing S.W. by W. at 8. Saw Macauley islands right ahead at 9 passed them dist 9 miles at Meridian. Curtis Rocks bearing E. dist 8 miles hauled by the wind steering S.E. by W. employed repairing an old topsail & 2 Capt Cooper still very sick. Steering for the Bay of islands New Zealand. Thermometer at 69 & 70

Lat 30.31
Long 178.50 W.

Sunday Feb 3 1850

Throughout this 24 hours fresh winds with heavy sea. wind from S.E. for 8 miles steering S.W. by W. the latter S.W. by S. Capt Cooper still very sick. 3 men forward of duty sick. Thermometer at 68 & 70.

Lat 32.08
Long 179.50 East

Tuesday Feb 5th 1850

Throughout this 24 hours strong winds from the S.E. for 8 miles steering S.W. by S. the latter S.W. Squalls at intervals with a little rain. Latter part saw a ship & brig both steering by the wind to the S.E. the brig appeared to full of passengers. Capt Cooper don't get any better. He is very low. Thermometer at 68

Lat 33.47
Long 177.44

Wednesday Feb 7th 1850

The middle parts, strong breeze a little squally with rain. Latter moderate breeze from S.E. to E. steering S.W. by S. at Meridian saw the land Cape Breton at 8. Took in light sails hauled the course up and lay aback since light Cape Breton bearing W. by S. dist 10 miles. Capt Cooper still very low, in fact no better. Thermometer at 69

Lat 34.47
at 2 M Long 175.47

Wednesday Feb 7th 1850
Saw Cape Breton from the Committee
Thermometer at 69

Thursday Feb 7th 1850

Four feet light air & calm at 1 P.M. Cope Men
Tearing 98 dist 5 miles a light breeze sprang up
from N.W. steering for the Bay of Islands to the best
advantage at 8 P.M. came to an Anchor at
Carriacou, Bay of Islands. when we were boarded
by the harbor Master. he came on board before
we came to. and brought her to an Anchor, sent
on shore. and brought of Doctor Ford to see
Capt Cooper. he sent of a loaf of baked bread
and some peach preserves. likewise Medicine
set the watches 4 men in a watch

at 3.10

Friday Feb 8th 1850

Throughout this day fine weather. at 11 A.M.
took Capt Cooper on shore to Doctor Ford
he is no better. the men employed working
on the rigging picking oakum &c
the latter boat is sent to the Customhouse
and entered the Ship, got 2 baskets of
potatoes & one of onions. there is 2 ships
here Chas. W. Morgan. Capt. Thompson
& Mrs. 150. Spenn, and Julian N.B.
Capt Salter. 1400. 2 seasons on N.W. bound
here again.

Saturday Feb 9th 1850

This day fine weather employed
working on the rigging, picking oakum &c
Capt Cooper a little better
got a quarter of beef 18^{lb} at 6 P.M. the
Star Watch ashore on liberty

Sunday Feb 10th 1850

Throughout this day fine weather
the Star Watch ashore on liberty
Capt Cooper a little better.
The Thermometer at 73

Monday Feb 11th 1850

Throughout this day fine weather
employed working on the rigging, picking
oakum &c. Capt Cooper getting better
slowly. this day the Julian of New Bedford
went to sea

117
do
Tuesday February 12th 1850
This day rain showers throughout
Employed picking oakum &
Capt Cooper getting better
Thermometer at 61 degrees

Wednesday Feb 13th 1850
This day employed working on
picking oakum &
Capt Cooper getting better
Thermometer at 61 degrees

Thursday Feb 14th 1850
This day fine weather employed
working on rigging. Mending &
picking oakum. In the latter part
the arrival of New Bedford
Capt Bailey came in with 1000
lb. oil, Capt Cooper getting better
Thermometer up to 61. 78. degrees
the latter part blowing fresh from
S.W. let go the star anchor

Friday Feb 15th 1850
This day fine weather employed
working on the rigging picking
oakum, bending & in the latter
part the arrival of the
Aerial from Port Philip New Holland
came to an anchor. Brought to
California with passengers &
Capt Cooper getting better. The
Thermometer at 60 degrees

Saturday Feb. 16. 1850
This day fine weather fine weather
employed picking oakum working
on rigging & repaired & in
Capt Cooper getting better. The
Thermometer at 64 & 65 degrees

Sunday Feb 17th 1850
This day fine weather. A fair match
ashore on liberty & the ship Swift of
New Bed came in & No 300 sperm
the thermom at 65

Monday Feb 18th 1850

This day fine weather employed at
Sundries, Mr Beadle one of our passengers
employed caulking under our Round house
water ways & Capt Cooper getting
letter post, then at 66

Tuesday Feb 19th 1850

This day fine weather employed at Sundries
Mr Beadle employed caulking & then
took 8 water casks ashore filled them
and brought one on board. Capt Cooper
came on board the ship and made
us a visit of 3 hours &

Wednesday Feb 20th 1850

This day fine weather Mr Beadle
employed caulking & carpentering
Cooper repairing water casks &
Capt Cooper came on board & put down
at

Thursday Feb 21st 1850

This day fine weather Mr Beadle
employed caulking & carpentering
Cooper employed repairing old water casks
the ship Francis, Capt Gardner, 26 Nov
730 Sperm, came in

Friday Feb 22nd 1850

This day fine weather employed taking
a raft of casks ashore & filling them
drawing yards to make spun yarn &
Capt Cooper came on board for a couple
of hours. the Cooper employed setting
up a few forty fathoms thermometer at
160 & 135 degrees

Saturday Feb 23rd 1850

This day fine weather employed
at Sundries. Capt Cooper getting letter
Came on board a little while &

Sunday Feb 24th 1850

This day fine weather. the Star watched
ashore on liberty

Feb 25th 1850 Monday
Throughout this 24 hour fine
weather, employed repairing spunkers
making spun yarn. latter part hove
up the fore anchor, took old, Grantlin
of the head down, & him in on deck

Tuesday Feb 26th 1850
This day fine weather. Mr Beada
Carpenter employed taking off the Ships
head, men employed repairing the
spunker finished & bent it, making
spun yarn by the land watch ashore
on liberty. Capt Cooper on board
all day, at 10 P.M. the Ship Narwhal
of London came in

Wednesday Feb 27th 1850
This day Mr Beada employed
working on the Ships head &c,
the Ship Solomon Father of
Fall River came in...
men employed at sundry
the Star watch ashore on liberty

Thursday Feb 28th
This day all weather employed
coasting oil main hatch, the Land
watch ashore on liberty

Friday March 1st 1850
This day blustering weather the Star
watch ashore on liberty, the rest
employed repairing an old topsail
at 10 P.M. the Ship drag in, let go the
fore anchor. the Ship Swift went
to sea

Saturday March 2nd 1850
This day fine weather, at 10 P.M.
got under weigh and went 2 miles
farther up the river opposite a mud
bank. then let go the anchor in b. farther
water, with the intention of pulling her bow
on the bank, to look for a leak in the bow
under water by Capt Cooper on board

Sunday March 3 1850
Throughout this day blustering weather
wind rising, tried to get the ship
on the bar, but could not the tide run
to strong. Shall wait till tomorrow
Capt Cooper on board them on 1/2.

Monday March 4th 1850
This day fine weather put the ship loose on
the mudbank. Mr Beadle employed caulking
the leak by at 11 AM. hove up made sail
and went back to Curatika. Came to again
in 6 fathoms.

Tuesday March 5th 1850
This day fresh winds from the N.E. got
of a raft of water. Stowed it between decks.

Wednesday March 6th 1850
This day wind from S.E. with some rain
at intervals. Mr Beadle employed working
on the bow &c.

Thursday March 7th 1850
This day rain

Friday March 8th 1850
This day took on board a raft of water
3 tons of potatoes. 2 boats load of wood
with sundries. 150^{lb} Onions. this night. Ben
the man that smuggled himself on board at the
gangway

Saturday March 9th 1850
Part of this day rain & fog. wind from the
westward. took on board 2 boat loads of
wood. 1 doz fowl. got some brown stuff &c.

Sunday March 10th 1850
This day commences with rain. latter
part good weather

Monday March 11th 1850
This day commences with wind from
S.W. at 9 A.M. the Capt came on board
look over anchor, and went to sea in
company with the Frances of N.B. bound
home. & the Ralph Bernell of London
for California, at 4 P.M. Capt Breen aboard
steering E.S.E. for the East Cape

Tuesday March 12 1850
This day fine weather. wind S.W. steering
E.S.E. the land in sight at noon of
Great Barrier island. employed getting
boats ready for whaling &c

Lat 35.45
Long 176.06

Wednesday March 13th 1850
Throughout this 24 hours fresh
winds from the S.W. & S. the
land in sight steering E.S.E. & E by
E. at 6 P.M. the East Cape bearing S.
dist 12 miles the weather looking squally
took in the main sail, & kept all night
through the night the wind variable
with squalls. lightning in the P.M. trying
to get up with the Cape

37.30
178.21

Thursday March 14th 1850
Commences with strong gales from
S.W. trying to beat up to the Cape at
8 A.M. shot the jib & foresail, and cut
the foresail. & commenced repairing it
gave it up for a bad job. the water
flying over board the latter part a heavy
gale. ship heading S.E. by E & E.S.E.
under close fore & double reefed main
topsails, & staysail at 4 P.M. no land in
sight. so ends

Friday March 15th 1850

This day, strong gales from the S.E. ship heading S. and by 10 o'clock, the fore and mainmast, ends with a gale

Lat 37.40
Long 179.10

Friday March 15th 1850

This day a tremendous gale from the S.E. for part steering E. by N. to make good weather of it our course being S. at 2 A.M. the sea running very bad, took in all but close reefed Main topsail & f.t. m. staysail and lay to on the star tack at 4 A.M. lost the larboard & stove the star one a little split the Main topsail & f.t. m. staysail parted them a large pipe of water broke loose. Steam in the head. the sea rolling over the deck for the time pump going, nearly all the time, a great deal of water having gone down the hatches Cabin. &c ends with the weather moderating

Lat 36.30

Saturday March 16th 1850

Throughout this day a gale from S.E. with some rain latter part made sail the weather moderating at 5 P.M. took in all but close reefed topsails. Ship heading E. N. E. ends with a bad gale

Lat 36.20
Long 178.00

Sunday March 17 1850

Commenced with the weather moderate made sail, wind from S.E. ship heading E. N. E. for part rain with some fog

Lat 35.40

Long 177.00

Monday March 18th 1850

This day good weather wind from
W.E. Ship heading E.S.E. and S.E. by E.
employed seeing new Main t. sail shaking
dragging rigging &c.

Lat 35. 15.

Tuesday March 19th 1850

Throughout this 24 hours fine weather
wind fore part from S.E. & S.E. by E. ship
& S.E. by E. the latter part wind from S.
to S. steering sail, steering E. employed
making new fore t. sail, took in the
other fore t. sail and put her over head &
put the other fore t. on the lar. cranes
ends with rain. wind from S.

Lat 35. 03.

(S.)

Wednesday March 20th 1850

Throughout this 24 hours fine weather fore
part wind from S. Middle from S.W. the latter
from W. Course E.S.E. carrying all sail
for Cape Horn. fore part employed repairing
an old topsail. the latter unbraced the main
topsail. sent up another & commenced repairing
the one sent down. likewise employed setting
up the main rigging, ends with the wind
from N.W. W. repaired a boat also.

Lat 35. 30

Long 142. 24

Thursday March 21. 1850

This day fresh winds from N.W. steering
E.S.E. under all sail. employed setting up
main rigging repairing main topsail. finished
and sent it up forward &c.

Lat 36. 20

Long 140. 16

(S.)

Friday March 22 1850

This 24 hours wind variable, from S.W. to N.W. for part light. the latter part fresh gales with large sea. employed repairing a topsail & steering E by S. under all sail. repairing boat

Lat.
Long.

Saturday March 23 1850

Throughout this 24 hours strong gales variable from N.W. to S.W. steering E by S. Employed repairing a topsail

Lat 36. 14
Long 166. 36

Sunday March 24 1850

For part light winds from S.W. with heavy swell. Middle & latter part strong winds from N.W. for part steering E. S. E. the latter E. by S.

Lat 37. 27
Long 163. 28

Monday March 25 1850

Throughout this day wind variable from N. to S.W. for part strong the latter light with plenty of rain. steering E by S for part the latter E.

Lat 39. 10
Long 161. 28

Barque Franklin Bound home
March 26. 1850. Tuesday

Commenced with strong gales from the S.W. with plenty of rain for part. Close reefed main & double reefed the fore topsails, hauled courses & girt & middle part weather growing better made sail. Steering E. throughout. latter part employed setting up mainmast backstays. reeling new fore top sail clewline & new girt sheets. &c.

Lat 10. 20
Long

Wednesday March 27th 1850
Throughout this 24 hours fresh winds from S.E. Ship heading E.N.E. latter part from E. Ship heading N.W. & N.E. employed repairing an old topsail. finished it likewise drying old sails that had got wet &c.

Lat 19. 35.
Long 158. 52

Thursday March 28th 1850

Throughout this 24 hours rain, for part wind from E. Ship heading N.W. & N.E. the latter wind from S.E. Ship heading E.N.E.

Lat Sun Obscured

Friday March 29th 1850

Throughout this day strong winds from E. with rain. fore part heading N.W. & E. the latter more ship heading S.W. & S.E. at 1 P.M. increasing to a gale put reefs in the topsails. at 6 took in the courses. at 9 blowing heavy with bad sea. took in every thing but close reefed main topsail & 1st m. stay sail. at 1 P.M. Set quarter watches. the pump going the biggest part of the time, ended with the appearance of a heavy gale

Lat Sun Obscured

Saturday March 30th 1850
 Throughout this 24 hours a heavy gale
 from E.S.E. with heavy sea. Ship heading
 S. under close reefed Main topsail &
 f. t. m. Staysail
 Sun Over

Sunday March 31 1850
 Throughout this 24 hours a tremendous
 gale from S.E. & S.W. Ship heading from S.E. W.
 to S.W. split the Main topsail. The remainder
 under bare poles. So ends the pump going nearly
 all the time. so much water crossing the deck
 that it washed the fore part of the ship down
 plenty of rain

Monday April 1st 1850
 Throughout this day a bad gale from S.E. &
 but moderating far part heading S.W. the
 latter was ship heading E. & E by N. set
 the mainsail reefed. & close reefed fore
 topsail. & f. t. m. Staysail. some rain far part

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Tuesday April 2nd 1850
 Throughout this 24 hours strong winds
 from S.E. misty with a sprinkling of rain
 heavy sea made some sail. in part
 the Main topsail. and sent up another
 the remainder of the day employed
 washing ship. — the ship heading
 E. N. E.

Lat 37. 00
 Long 155. 10

Wednesday April 3rd 1850
 All this 24 hours fresh winds from
 S.W. Ship heading E.S.E. at intervals
 misty with a little rain. employed
 at gunnies making belay pins, fixing
 reef tackle. Chaps on rigging &c

Lat 36. 31
 Long 155. 50

Thursday. April 4th 1850

Commences with light baffling winds
middle & latter part. breeze from the
Southward. Steering E. by S. Wind light
misty. employed working on the rigging
booming out water &c.

Lat 36.04
Long 153.00

Friday April 5th 1850

Commences with light airs from N. E. W.
with one or two rain showers. Middle
& latter part light breeze from N. E. W.
Steering E. S. E. under all sail. employed
repairing a topsail working on rigging &
Sundries. latter part rain showers
at intervals

Lat 36.24
Long

Saturday April 6th 1850

Throughout this 24 fresh winds from
N. E. W. to N. W. Steering E. S. E. with
a little rain employed working on the
rigging &c.

Lat 37.28

Sunday April 7th 1850

Throughout these 24 hours fresh winds
from N. W. Steering E. S. E. under all
sail. employed drying sail &c.

Lat 38.30
Long 150.00

Monday April 8th 1850
 Throughout these 24 hours strong winds
 from the N. by E. by S. under all sail
 employed at sundries. the ship leaking
 worse than usual. and a new leak in
 the run. Close to the rudder post looks as
 though the woodend had started a little
 leaking over 500 Tones an hour. and
 with the wind hauling to the S. by E.

Lat -

Tuesday April 9th 1850
 Throughout these 24 hours strong winds
 from the N. by E. by S. for part steering
 E. the latter E. by S. under all sail a
 little rain at intervals. employed at
 repairing pump boxes. &c;

Lat 40.09

Long 140.15

Wednesday April 10th 1850
 Throughout this 24 hours strong
 gales from W. S. W. to N. N. W. steering
 N. E. by E under all sail. employed
 repairing an old topsail

Course E. by S

Lat 41.03.
 Long 136.59

Thursday April 11th 1850
 How fast fresh winds. the latter light
 from the N. by E. by S. steering E. by S.
 employed repairing an old topsail

Lat 41.40

Argue Hispania Bonnet Cove

Friday April 12th 1850

Fore & Middle parts light winds
from the Westward. S. by E.
Employed in hauling top sail. were
near 10. M. Stay still at yards. M. L. &
bottoms for the latter part wind from
the Eastward light air. About rain
in the night wind E. Ship heading N. by E.

Lat no Obs

Saturday April 13th 1850

Commenced with strong winds from S. by E. with
rain. Middle wind hauled to South. Heavy
hauled. & set down. Set the Main sail
latter part. Moderating. Wind from S. by E.
Steering E. under all sail.

Lat 42. 35 S.
Long 131. 22

Sunday April 14th 1850

Throughout this 24 hours light winds
from S. by E. Steering E. by S. Pleasant

Lat 43. 00 S.
Long 128. 57 W.

Monday April 15th 1850

fore part light winds. from S. by E.
Employed in hauling the mainsail
the latter. Heavy strong with rain
such with a gate. Close reefed the
main. & double reefed the fore topsail.
Steering E. by S. throughout. So end.

Lat 43. 33.
Long

Tuesday April 16 1850

Commenced with a strong gale from
S.W. Middle part hauled round to the
W. by 1/2 past 11. Made all sail. Steering
E by N throughout. plenty of rain

Wednesday April 17 1850

Throughout this 24 hours a gale variable
from N to S.W. with rain & heavy sea
Steering E.

Lat

Thursday April 18 1850

Throughout this 24 hours a heavy gale
from S.W. with hail & squalls. Heavy
sea. Steering E.

Lat 43. 23.
Long 117. 20
(")

Friday April 19 1850

Throughout this 24 hours strong gale
from the westward. Steering East

Lat 46. 00
Long 109. 56

Saturday April 20 1850

Throughout this day a strong gale from
the S.W. with hail & squalls. Split
the main topsail. Furlled him.
ends with weather moderating
Steering E.

Lat
Long

Sunday April 21 1850

Throughout this 24 hours strong
gale from the S.W. with bad sea. repaired
the main topsail & set it tatter part
employed chocking oil in the lower hold
breaking out for water. Meas &

Lat 46. 16
Long 106. 21

Barge from New Bond Home
Monday April 22. 1830

This day strong gales from N. N. W.
G. M. Steering E. by S. Carried away
one of stanchions to the wheel. The
remainder of this day the Capt.
employed making new
stanchions. No end.

Lat
Long

Tuesday April 23. 1830

Throughout this 24 hours strong
wind from the N. N. W. part of the
from the N. N. W. Steering E. by S.
Capt. employed making new
stanchions for the wheel.

Lat 47.30

Wednesday April 24. 1830

Throughout this 24 hours strong gale
from the S. by the way the latter light
steering E. by S. employed repairing main
sail. finished & spent it. likewise
finished the middle stanchions & so
ends

Lat 48 15
Long 101. 00

Thursday April 25. 1830

This day begins with light winds
from the westward and with fresh
gales from West. with rain. Steering
E. by S. put up the stove in the
Cabin

Lat 48.50
Long 97.50

Friday April 26th 1850

This day strong winds from the westward
steering E. by S. Carried away a steering sail
boom, repaired a topsail &c.

Lat 51.58
Long 91.18

Saturday April 27th 1850

Throughout this 24 hours strong gales from
W. S. W. steering E. by S. Squalls of hail &
rain at intervals &c.

Lat 51.03
Long 88.21

Sunday April 28th 1850

This day a heavy gale from the west-
ward with fresh sea. steering E. by S.
under split the foresail.

Lat 52.08
Long 84.40

Monday April 29th 1850

This day a heavy gale from the W. S. W.
for part steering E. by S. the latter
part E. by S. squalls with heavy sea
latter part moderating

Lat 53.10
Long 81.00

Tuesday April 30th 1850

This 24 hours light winds from W. S. W.
squalls at intervals with snow & hail
steering E. S. E. saw 5 sail steering to
the northward. viz 3 ships 1 brig
1 schooner. Spoke the schooner proved
to be the Mary Reed of Belfast. Minn
bound for California. This morning
Mr Pollock got up for breakfast

Lat 54.20
Long 76.55

Tuesday May 1st 1850

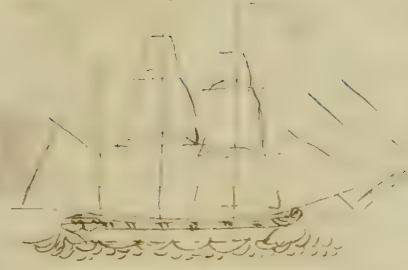
Throughout the 24 hours wind from the N.W. & S. Comm. E. S. & heavy squalls at intervals. wind light & steady. sent down the main topsail. put another sent down the foresail, and bent the topsail that are sent down for a foresail. By fore part saw a sail standing to the Southward,

Lat 55.00
Long 72.00

Wednesday May 2nd 1850

Throughout the 24 hours strong gales from the S. W. fore part Middle & latter from N. W. fore part Steering E. S. E. the latter E by S.

Lat 56.07
Long 72.00



Friday May 3rd 1850

This day Commences with strong winds from N. W. S. W. Steering E. S. E. the Middle part wind from N. the latter from N. W. Steering E. N. E. saw a Barque standing by the point to the Southward. Spoke her she proved to be the English Bark Diamond of Newport.

Lat 56.57
Long 72.04

Saturday May 4th 1850

Commenced with light winds from the N. W. Steering S. E. Middle part wind hauled round to the N. E. ship heading N. W. saw the land at noon took a ship heading E. S. E. by Compass this day got no observation. supposed the land to be Terra del Fuego.

Lat
Long

Barth Franklin Bound Home Sunday 3rd 1850
Commences with Easterly wind
variable from E. N. E. to N. E. Standing
by the wind tack & tack. Middle part
wind from N. E. by E. ship heading N. E.
latter part wind N. E. by E. steering N. E. by N.
Saw an English Barque. found some
fore part. Split the old topsail which
we had set for a foresail.

Lat 56.14
Long 64.55

Monday May 6 1850
This day fresh winds from S. W. by W. steering
N. E. by E. & S. E. by E. latter part saw a ship
steering by the wind to the westward ends
with light snow squalls

Lat 54.26
Long 61.09

Tuesday May 7. 1850
Throughout this 24 hours strong gale from
S. by S. W. steering N. E. by N. for part, the
middle & latter N. E. at Horn Beach, an
island in sight. bearing N. dist 8 miles &c
Lat 52.52
Long 58.22

Wednesday May 8th 1850
Throughout this 24 hours wind from
the N. W. by W. for part strong. steering N. E.
the latter light. steering N. E. under
all sail. employed masting a L. M. steering
sail boom. Ripping up an old sail
drying new rigging &c.

Lat 51.03
Long 54.43

Thursday May 9. 1850
fore part wind from the N. ship heading
E. by E. latter from N. E. ship heading E &
E. by E. employed ripping up an old
topsail &c

Lat 50.15

Friday May 10th 1850
fore & middle parts wind light from
N. W. steering N. E. ends with light winds
from N. W. ship heading N. E. light rain
& fog

Saturday May 11th 1850
Commences with strong winds from
S.W. with plenty of rain. Middle
& latter part wind light from S.W.
with log throughout employed.
Making 1st M. S. sail boom &
sundries. Course S.E.

Lat 48.45
(5)

Sunday May 12th 1850.
This day commences with a calm
the middle & latter part wind variable
from E. to N.W. with plenty of rain
Course N.E. steering to the best advantage
ends with wind from N.

Lat No Obs

Monday May 13. 1850.
Throughout this day strong breezes
from N.W. & N.E. steering N.E. &
N.E. latter part wind moderating

Lat 46.33
Long 47.31
(6)

Tuesday May 14th 1850
Throughout this 24 hours fresh winds
from N.W. & N.E. steering N.E. fore part
employed fitting fore rope for the fore
yard. The latter repairing in old top sail
Ship leaking more than ever about
her throat an hour

Lat 45.04
Long 45.43.

Wednesday 15th May 1850
Throughout this 24 hours fresh breezes
from N to S.W. steering N.E. fore part
carried away the F. J. N. studdail boom
employed mending foresail

Lat 43.13.
44.13.

Thursday May 16th 1850

This day, wind light S.W. steering N.W. & employed mending foresail spoke the bark Jasper of New Bedford eighty days out clean

Lat 41.05

Friday May 17th 1850

Throughout this 24 hours fresh winds from W to S.W. steering N.W. & employed repairing the foresail & latter part equally with rain. Split the jib.

Lat 39.30

Saturday May 18th 1850

Commenced with wind from the N.W. by N ship heading S.E. squally with rain. Split the jib. Middle & latter part wind from S.W. & S. steering N.W. & employed repairing foresail. breaking out water. fore hatch fitting foot ropes for jib boom, & taking of one of the chain plates for rigging it being broke, & fitting another.

Lat 37.45

Long 39.10

Sunday May 19th 1850

Commenced with light winds from E. Middle from S.E. bent a jib & latter part strong winds from E. steering N.W. & throughout so ends

Lat 36.04

Long 38.40

Monday May 20th 1850

Throughout this 24 hours a heavy gale from E & E by N. fore part split the main topsail & jib. steering N.W. & E. Middle N. the latter N.W. it was a very bad sea on. shipping a great deal of water. pumps going nearly all the time rain at intervals throughout

Lat -

Tuesday May 21st 1850

Throughout this day, fresh gales from the N.E. ship heading N.W. by N. finished repairing the foresail, and bent it. & ends with a gale.

Lat 32.13

Long -

Barque Franklin bound home

Wednesday May 22 1850

Throughout this day a gale from N.E. & N.W. fore part headed to the N.W. the latter E. by S. split the mainsail all to pieces

Lat 31.43

Thursday May 23 1850

Throughout this 24 hours strong winds from N.W. by N. steering N.E. latter part moderating

Lat 37.07
Long 39.00

Friday May 24th 1850

Fore & middle parts wind from N.W. steering N.E. employed repairing the mainsail. bent a topsail for a temporary mainsail & sailed with wind from N. heading E. by N.

Lat 29.41

Saturday May the 25 1850

Throughout this 24 hours wind from N.W. & N.E. Course N.W. & E. the latter part rain squalls at intervals. employed fore part repairing mainsail &c.

Lat 28.07
Long 36.31

Sunday May 26 1850

Throughout this 24 hours light winds from S.W. to S.E. steering N. by E. saw a Brig steering N.E.

Lat 26.06
Long 36.46

Monday May 27 1850

Throughout this day light winds from S.W. to S. steering N.W. & E. finished repairing the main sail. & bent it. the latter employed repairing an old topsail. Another gale &c.

Lat 24.2

Tuesday May 28th 1850

Throughout this day light winds from the S.W. & S. steering N.W. & E. employed repairing an old topsail. Making splines & working on rigging. Carpentering &c.

Lat 23.20

Long 34.37

Wednesday May 29th 1850

Throughout this day light winds from E. & S. & S.E. steering N.W. & E. employed repairing a topsail &c. working on rigging

Lat 21.51

Thursday May 30th 1850

This day light winds from E. & S. & E. steering N.W. & E. sent down the main topsail. & bent another. The remainder of the day employed repairing it fitting new foot ropes for the fore topsail yard &c.

Lat 19.58

Long 34.27

Friday 31. 1850 May

This day light winds from E. by N. to E. by S. Ship heading N. and N.W. & E. employed repairing a topsail finished. Bent it up forward. Bent a new spritsail. Saw 2 sails standing to the Southward

Lat 18.15

Long 34.37

Saturday June 1 1850

This day fresh winds from E. by N. to E. by S. Ship heading N. & N.W. & E. employed repairing the gaff topsail. taking up the sheathing. working on the rigging &c.

Lat 16.10

Sunday June 2 1850

Commenced with wind variable from N.E. to E. Squally with rain. The middle & latter part wind from E. & S. & E. & S. E. steering N.W. & E. & N.E. by N. we have had a strong S.W. Current for a number of days. Saw a ship

Lat 14.27

Steering Southward Long 34.59

Bark Franklin Bound home

Monday June 3 1850

Course N.E. by N.
Strong current setting S.W.

Throughout this 24 hours strong winds from E.S.E. steering N.E. by N. split the jib. and sprang the f.t. j. mast bent a new jib.

Lat. 12. 14

Tuesday June 4th 1850

This day fresh winds from S.E. steering N.E. by N. employed repairing a topail. painting cabin &

Lat 10. 04
Long 34. 36

Wednesday June 5th

This day fresh winds from S.E. fore part steering N.E. by N. the Middle & Cotton M.T.M. repaired the Main t. j. sail. and bent it again. painting Cabin. Carpentering. Making spinnaker & saw a Brig. & Schooner. Latter part saw the land about 15 miles S. of Pernambuco. ends steering N. & Lat 8. 15

hauled the ship up more to the westward at S. P.M. steering N. by Compass. squally with rain. The Capt on deck from 6. to 8. it being the 2 mates watch. i could hear him keeping the ship of in the squalls. it came on deck at 8 it was very dark & raining at the time. The Capt went below. Came up again in $\frac{1}{2}$ or $\frac{3}{4}$ of an hour and asked me if i saw the land i told him no. it clearing up a little he went to the Lar again and said he saw it very plain. i went and looked saw it also. it looked very near one of the Passengers (Mr Dolbeare) remarked to me that he wished it was day light as he could have a good view of it. The Capt went below telling me to keep her North at $\frac{1}{2}$ past 10. seeing land less than 1 point for of our Lar beam i went below and told Capt Cooper he then told me to keep her N. by E. Carried up

at 11 the ship struck.

This is to certify that this a true
Copy taken from a piece of paper
of Memorandum which was and
is entered in the Log Book. Copied
in the Log Book at the United
States Consulate which was sent
to the Consul a few days before
with said Log Book.

Wm. O'Connell Master of
the late Barque Fran. Min
Sept 7th 1850

B83-34.7
#1074



Logbook of the Franklin (Ship) of Sag Harbor, mastered by Merca
Franklin (Ship)
ODHS 1074
New Bedford Whaling Museum
[7] logbookoffranklii00fran
Mar 26, 2015

